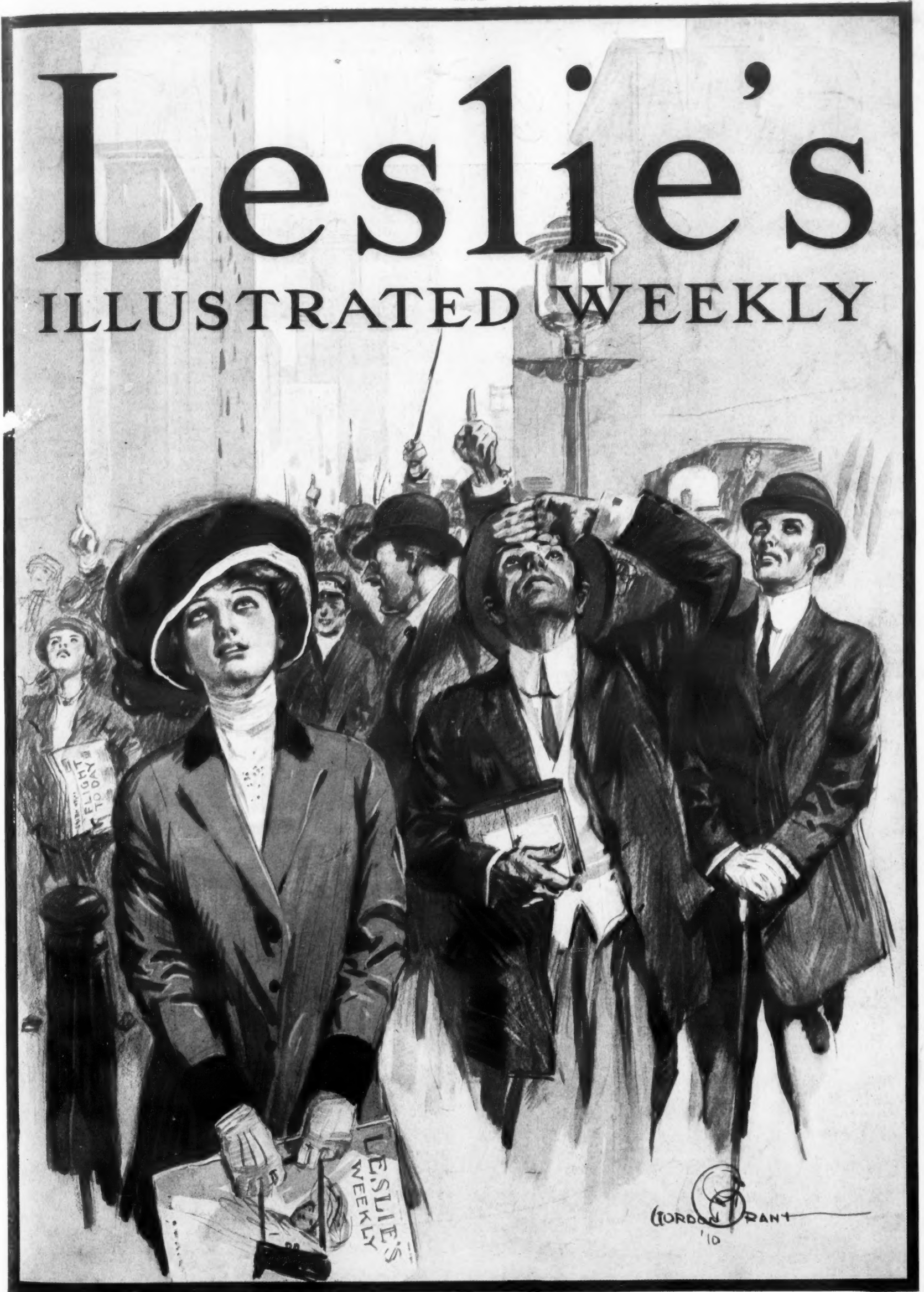


Leslie's

ILLUSTRATED WEEKLY



AIRSHIP NUMBER

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CREAM *of* WHEAT



THE
FOOD
YOU
COME
BACK
TO

*For deliciousness
and wholesomeness
there is nothing equal to
Cream of Wheat
A dainty breakfast
A delightful luncheon
A delicious dessert*

Copyright 1905 by Cream of Wheat Company.

In answering advertisements please mention "LESLIE'S WEEKLY."

September

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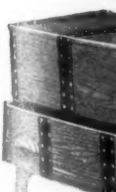
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HOME
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Make
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2 Sizes--All 15c
Centre--25c, 1
SEND 15c for
name. **DOM**
Henry W.
Agents, I
Caution!
"Don't
We



Put the lid of your
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PEDMONT RED CE



PARKER LUCKY CURVE FOUNTAIN PENS

My pens are sold on test trial. It is understood by every dealer that if you are not satisfied with a Parker Pen, he is to refund your money. —GEO. S. PARKER.

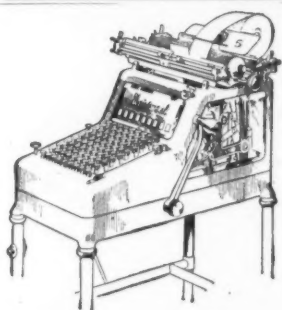
Cleanly Because of the Lucky Curve.

Other fountain pens have straight ink feeds, but the ink feed of the Parker is curved. Straight ink feeds hold ink until air, expanded in the reservoir by the heat of the body, forces it into the cap, where you find it ready to ink fingers and linen when you remove the cap to write. But the Parker curved ink feed—the Lucky Curve—just touching the wall of the reservoir, is self-draining by capillary action and gravitation—no ink in the ink feed, none can be forced into the cap. Parker pens sell from \$1.50 up, according to size and ornamentation. Made in Standard, Lucky Curve, Self-filling, Jointless and Safety Styles. Catalog free.

The Parker Jack Knife Safety can be carried flat or in any position without danger of leaking.

10 Days' Test Trial. Any dealer will let you carry a Parker 10 days before he calls it a sale. If the pen doesn't meet your expectations he will refund your money.

PARKER PEN COMPANY,
140 Mill Street :: :: :: Janesville, Wis.



Add Several Columns at Once—You Can with a 1910 Universal

One of the many things you can do on a 1910 Universal is to add several columns of numbers at once. For instance, the weights and amounts on an invoice can be checked at one operation.

Our variable split device is a boon to clerks—and enables them not only to save time but also to do their figure-work with positive accuracy.

With total, sub-total, correction and elimination keys, this 1910 Universal is a machine valuable in any office where figures are used.

Will you try it a while at our expense?

Universal Adding Machine Co.
1128A St. Louis, Missouri

DOMES OF SILENCE

The Invisible Caster Without Wheels

Make any furniture glide smoothly, silently and without effort. Nickel steel domes—unbreakable—can't be nicked or scratched. Noiseless, invisible. Won't rip or tear carpets; slip easily over rugs. Can't mar or mark hardwood, marble or tiled floors.

5 Nibs—All 15c. a set of 4. With Felt Centre—25c. for 4. If not at dealer's SEND 15c. for 4. mention dealer's name. **DOMES OF SILENCE Ltd.** Henry W. Peabody & Co. American Agents, 17 State St., New York

Caution! To prevent imposition ask for "Domes of Silence." Dealers: Write for sample and trade prices.

Old Colonial Cedar Chest

Put the lid of your grandmother's cedar chest and note the aromatic perfume breathed out by the delicate linen and dainty blouses. Genuine Southern Red Cedar, of which our many styles of chests are made, is absolute protection against moths, dust, and dampness. The Old Colonial Chests are bound with heavy copper bands studded with old-fashion flat head copper nails. Such chests as gifts are the perfection of sentiment and usefulness for birthdays, weddings and Christmas. Send for catalog. We prepay transportation on the chest you select, and if not satisfactory, we also pay return charges.

FLEMING RED CEDAR CHEST CO., Dept. 85, Statesville, N.C.

Direct From Factory to User

You Can Dress Well—On \$1.00 A Week

Men's Fashionable Clothes

Made To Order after latest New York Designs. We will trust any honest man anywhere. We guarantee a perfect fit. Send for our samples and book of latest New York fashions free.

EXCHANGE CLOTHING CO., (Inc.)
America's Largest and Leading Merchant Tailors. Dept. L, 239 Broadway, through to No. 1 Park Place, New York City. Established 1885.

ON CREDIT BY MAIL

Leslie's

ILLUSTRATED WEEKLY

THE OLDEST ILLUSTRATED WEEKLY NEWSPAPER IN THE UNITED STATES

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Next Week's Issue

Dated October 6th, 1910

OKLAHOMA RUNNING WILD. An Oklahoma editor tells how the people rule in his State and describes the working of the initiative and referendum.

IS THE AUTOMOBILE A HOME WRECKER? Certain alarmists have asserted that many Americans are mortgaging their homes to buy automobiles. A symposium of the opinions of the presidents of the great automobile manufacturing firms gives a new viewpoint.

WHAT IS THE REVOLVER'S RELATION TO CRIME? The stringent legislation against the pocket firearm emphasizes an important but hitherto overlooked phase of an important problem.

"A FAMILY SECRET"—James Ravenscroft's delightfully quaint and humorous tale of a flirtation that didn't "take."

RELIGION IN THE CITY SLUMS—a page of remarkable photographs showing actual evangelical work carried on among the different races who comprise New York's great population.

ALL THE NEWS IN PICTURES—the activities of the whole world "snapshotted" by our thousands of zealous photographic reporters.

THEATRICALS in picture and in criticism.

THE PUBLIC FORUM and "People Talked About" reflect the thought of the foremost people of the day.

THE FINANCIAL WORLD is aptly covered by Jasper's Hints to Money-makers and Hermit gives his invaluable advice on Life Insurance.

In answering advertisements please mention "LESLIE'S WEEKLY."

6% Guaranteed Bonds

\$400,000 First Mortgage Guaranteed Gold Bonds

George W. Jackson, Inc.

Maturities—1912 to 1919—\$50,000 Yearly

The business of the Company is General Contracting. There is no larger or better known firm throughout the West.

Price to yield 5 1-2 Per Cent.

Security: These bonds are the first obligation and are secured by a first mortgage upon improved Chicago real estate, conservative value over \$1,250,000. The bonds mature serially, decreasing the debt each year, while the security remains the same.

Earnings: Net earnings for the last three years \$950,000; at the rate of fourteen times the yearly interest requirements of this issue.

Guarantee: The bonds are unconditionally guaranteed by Mr. George W. Jackson.

Send for Circular G.

Farson, Son & Co.

Established Over Thirty Years
Members New York Stock Exchange
21 Broad Street First National Bank Bldg.
NEW YORK CHICAGO



COOPER'S Spring Needle Knit UNDERWEAR

is without a peer in the Underwear world. It is original, exclusive, distinctively grade de luxe. The famous Spring Needle fabric is knitted on machines invented, patented (in nine countries), owned and controlled by the Company. Wear the genuine Cooper's and you will experience absolute next-to-the-skin comfort. No other Underwear as near perfection. The superbly knitted Spring Needle fabric is very elastic and durable and in addition each garment is thoroughly tailored, stayed at points of strain and made to give several seasons' wear. Write to us for generous sample of fabric and illustrated booklet showing styles and prices.

COOPER MFG. CO., 23 Main St., Bennington, Vt.
Manufacturers of a famous "Gauzrib" Spring Needle fabric for Women's wear. Tell your wife



Protective Wall Coating For Stucco and Concrete

H. W. HOYT, V.-Pres. Great Lakes Engineering Works, says: "I have recently covered my cement-plastered house with two coats of your Trus-Con Exterior Wall Finish. The results are very satisfactory. The fine cracks in the plaster have all been filled; the color is perfectly uniform and pleasing; there is a dense, hard finish resembling flint that sheds water perfectly. A hard rain leaves no damp spots and none of that saturated appearance that formerly showed for some time after every storm."

DAMP-PROOF—UNIFORM—DECORATIVE
Trus-Con Wall Coatings become a part of the wall and do not crack or peel off like ordinary paints, but penetrate into the concrete. State condition and size of surface, and we will send sample. Write for free Color Card.

TRUSSED CONCRETE STEEL COMPANY
440 TRUSSED CONCRETE BUILDING DETROIT, MICH.

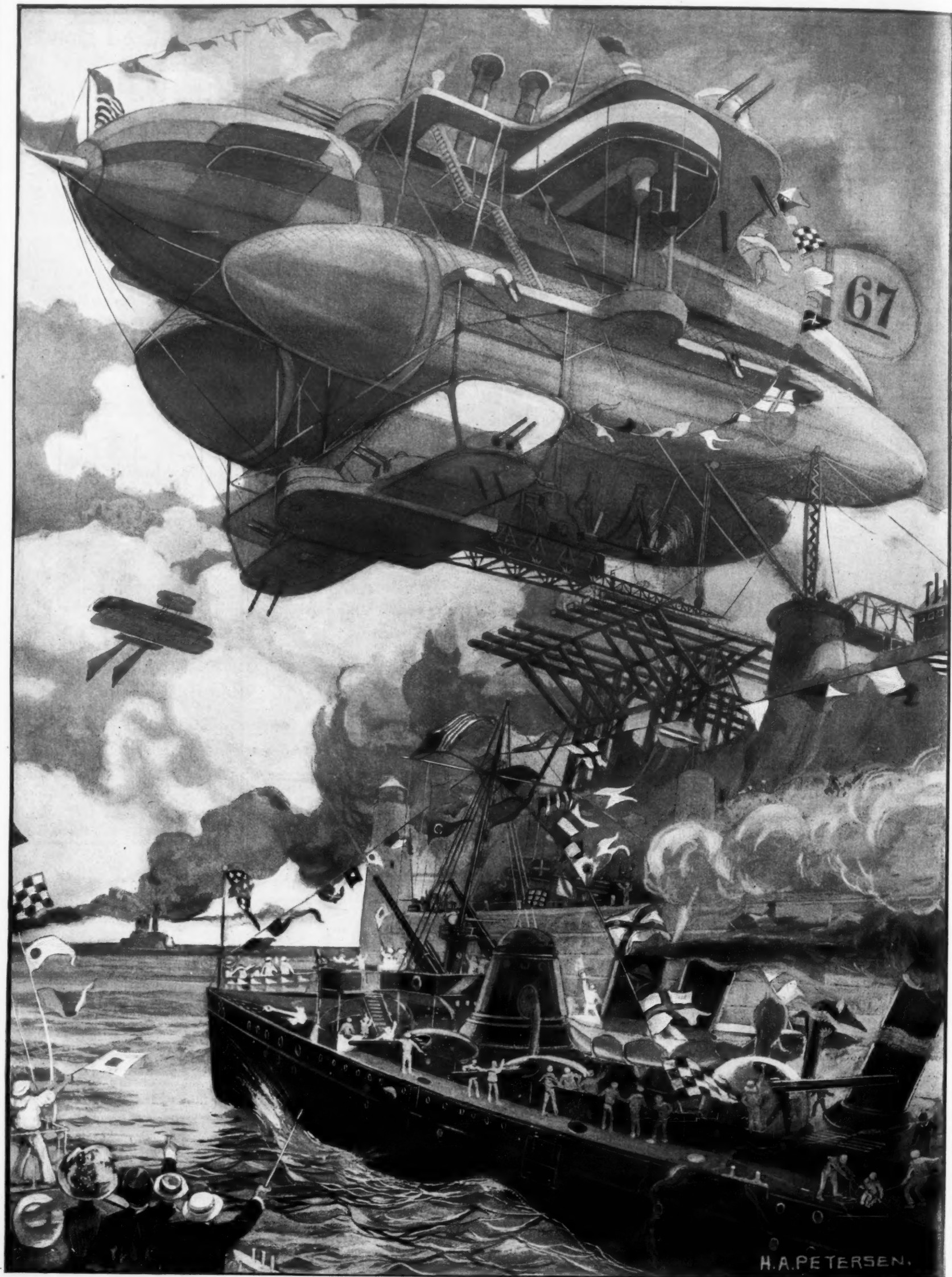
Sharpen Your Own Safety Razor Blades

Ten pulls on the VICTOR STROP and the trick is done. Blade is sharper than it was originally. Stop buying new blades—get a VICTOR STROP to-day.

**NOW
\$2.00**

Buy from your dealer or sent direct; money back either way if you want it.
Salesmen—Big commissions paid for dealers' orders.
THE VICTOR MANFG. CO.,
306 General St., Canton, Ohio.

PLAYS
Large List, Vaudeville Sketches, Dialogs, Speakers, Hand Books, Drills, Operettas, etc. Catalogue free. T. S. DENISON & CO., Dept. 22, Chicago, Illinois.



The Launching of an Aerial Man-of-War in 2010.

This thrilling imaginative picture is the work of the celebrated marine artist, H. A. Petersen. In his conception the flying warship of the future will be a combination of the balloon and the biplane. It is to be a tremendous structure with an armament of heavy-firing guns. The size of the airship may be compared with the torpedo-boat destroyer beneath it. The launching of the flying machine is also novel. Instead of sliding down the ways, familiar to every shipyard, the aerial warship glides off from a gigantic tower with a mighty splash in the aerial sea.

CXI.

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Leslie's

ILLUSTRATED WEEKLY

"In God We Trust."



CXI.

Thursday, September 29, 1910

No. 2873

Maine Sounds a Warning.

WHEN Maine was carried by the Democrats for Governor in September, 1880, it told the Republicans of the country that their wrangling must end at once if they were to carry the election for Garfield. The warning was heeded. The insurgents and sulkers of that day fell into line in support of the national ticket, the October States of Ohio and Indiana were carried and Garfield and Arthur were elected. Maine's warning in 1910 is as imperative as it was in 1880. East as well as West sees ruptures in the Republican ranks. They are in New York, New Jersey and Pennsylvania, as well as in Ohio, Indiana, Wisconsin, Minnesota, Kansas, Nebraska and California. Insurgency is taking many shapes, but wherever it exists it weakens the party. In many of these States each Republican faction would rather see the Democrats win than have the victory go to the rival element of the Republicans. It is the old story of the divided house which could not stand.

If the Democrats make a net gain of twenty-three seats in the House of Representatives, they will control that body in the Congress which serves through the second half of Mr. Taft's term. The present indications point to a possible gain far greater than that. If the Democrats make a net gain of thirteen seats in the Senate, that chamber also will pass into their hands. They are not likely to win anything like that number, but as the terms of twenty-four Republicans expire next March, the Democrats are tolerably certain to gain several seats in the Senate. They have gained one in Maine. It must be remembered that a technical Republican majority of only six or eight in the Senate would, for all practical purposes, place that chamber in Democratic hands. Eight or ten insurgents are likely to be in the next Senate and on most of the controverted questions these would naturally align themselves with the Democrats. Not only would the Republican program in the new Congress be blocked, but a condition of chaos would result which might bring a Democratic President and Congress in 1912.

Mr. Taft has made a good President and he ought to be supported by a Congress controlled by his party in each branch. A Republican setback in November, if it comes, will call a halt on enterprise, will check the business revival, will close mills and reduce hundreds of thousands of workers to idleness. By its portent of a bigger Democratic victory in 1912, a Democratic triumph in 1910 would create a serious disturbance in trade. As a duty which they owe not only to their party, but to the whole country, the Republican chieftains, regulars and insurgents, must get together, compose their differences and champion historic Republicanism, such as triumphed in the elections of every President of the party, from Lincoln to Taft. The loss of a Republican congressional district in Massachusetts and another in New York in special elections early in the year, the reduction of the normal Republican majority in the State election in Vermont and the Democratic revolution in Maine sound a warning which all elements of the Republicans should heed.



Fair Play for the Packers.

BEFORE public judgment is rendered against the meat packers who have been indicted by the Federal grand jury at Chicago, it might be fair to wait until the testimony has been heard. The packers are charged with engaging in a combination and conspiracy in restraint of trade and with monopolizing the trade in fresh meats. J. Ogden Armour, one of the indicted packers, in a public statement declares that "misunderstandings and prejudices have been the basis of these attacks, as the trial will show." He says that the charges involve four packing concerns out of nine hundred engaged in independent packing business in the United States and that the defendants do only about one-third of the business of the country. If these statements are verified, the charge of monopoly falls to the ground.

Mr. Armour also states that the entire profits of the packers are not over two and a half per cent. of their

total business, which is less than that made by any other manufacturing business in the world, and that this small margin can be made only by the strictest economy in the utilization of every possible by-product. This, he holds, is in itself a demonstration that no combination of packers to depress the cost of live stock or to increase the price of fresh meats could have been possible. He charges the attacks on the packers to the prejudice which has arisen on account of the higher cost of pork and beef products and says that the increase is wholly due to the higher cost of live stock and that during the period of high prices the packers have done less business than they formerly did. It is only fair that both sides should be heard in a matter of such far-reaching consequences and there is justification for Mr. Armour's statement that the packing business "ought to be fostered and encouraged by the entire country rather than be constantly assailed."



The Airship Has Come To Stay.

KIPLING'S "With the Night Mail" is a highly imaginative sketch of a trip, during the hours of a single night, of a dirigible balloon from London to Quebec in 2000 A.D. The excitement of a storm, in which a fellow-liner, succumbing to its fate, is swallowed in the Atlantic, is one of the thrilling incidents of the story. But the late date reveals the faint-hearted prophet. More rapid than the development of the automobile in its early days has been the marvelous development in the field of aviation, particularly of the aeroplane. Scarcely a decade ago and the world was electrified by the first flights of a few yards; now flights of hundreds of miles have become almost commonplace, and every day new records for height, speed, susceptibility to control, the carrying of passengers and flights over water are being made. No Arabian Nights' story is a whit more thrilling than the lengthening narrative of man's conquest of the air.

Criticisms of the dangers and insurmountable obstacles that stand in the way of ever making flying feasible are natural enough. But our oldest inhabitants well remember how the suggestion that a locomotive would ever be able to pull a train of cars was scoffed at, and how some doubting Thomases even asked who would drive the cows off the track. In the face of all sorts of ridiculous objections, the railroad won its way. And, while aerial navigation presents problems more difficult to solve than those which fronted the railroads in their early days, man is now better equipped to solve the secrets of Nature and to make her forces the servant of intelligence. Already the key to sustained flight has been discovered and now the sole problem of the air is one of development along well-recognized lines. The development of the flying machine to its present efficiency constitutes the most distinctive achievement of the century. And what can be more entrancing than the vision of its possibilities in freight and passenger traffic, the swift transit of mails and the changes which its introduction may effect in the game of war? In regard to the latter, it is altogether possible, indeed, that its deadly capabilities in the dropping of bombs and explosives may prove a most powerful adjunct in the coming abolition of war.

That every one will share in this view of the glorious future of flying is not to be expected. For many people the earth will be good enough for some years to come. They will object to flying for the same reason that Uncle Rastus objected to traveling by water. If anything happened on land, "Why, dar you is!" said the old dandy; but if anything happened on water, "Whar is you?" But it will take more than this to dampen the ardor of the young men who are experimenting and inventing and trying out. As the result of the healthy rivalry assured by national and international contests, a passenger-carrying aeroplane will finally be evolved, a ship equipped with life preservers, yet with the possibility of accident reduced to the minimum, a machine under perfect control of its pilot and traveling with the speed of the unharnessed winds. This will not be accomplished by one person, and before the final triumph of aviation more than one limp body will be picked up from the earth; but the triumph is coming as surely as the years roll on. For the daring spirits who risk life and limb that the future may reap this reward, here's a cheer and a hail!

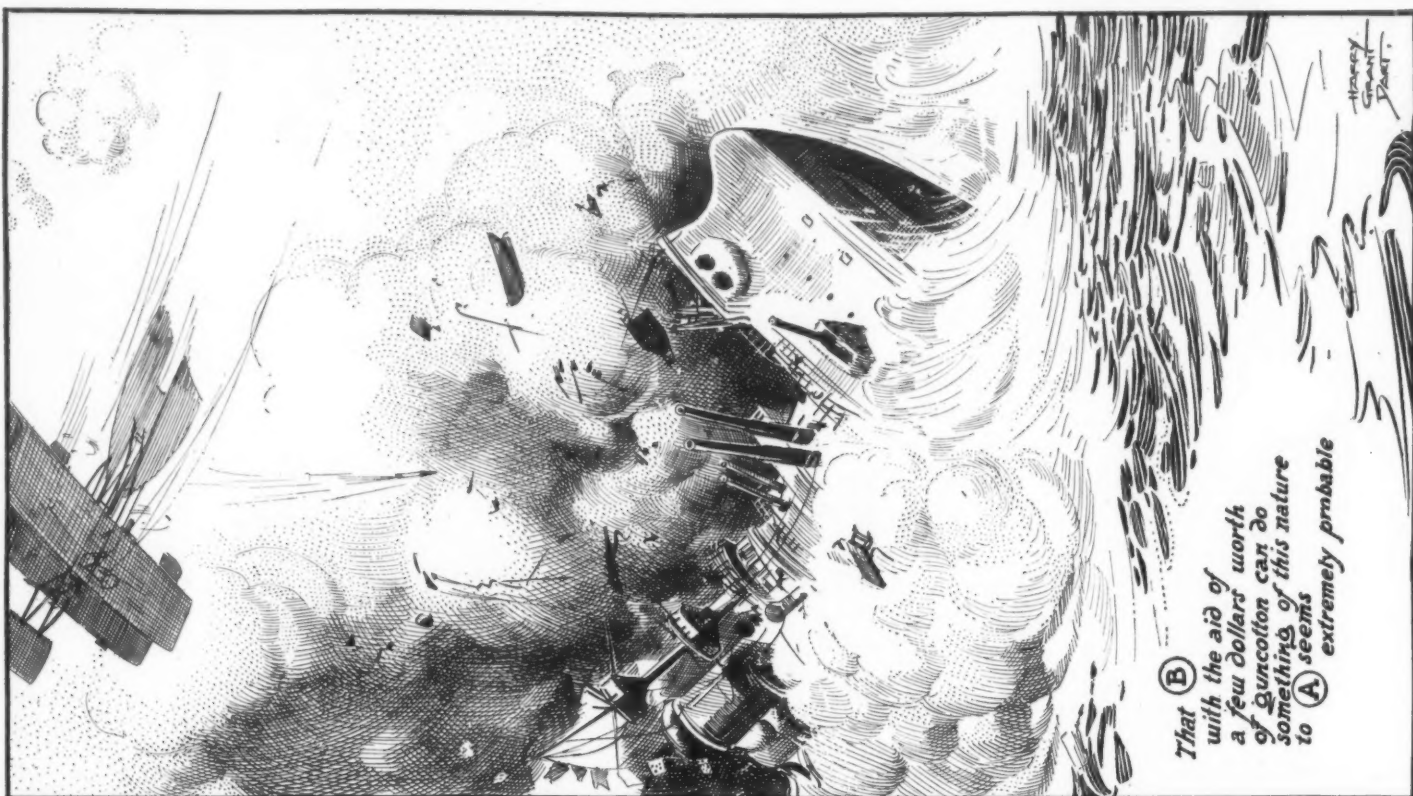
The Plain Truth.

ADMITTING that the sweeping Democratic victory in Maine has political significance, the fact remains that the prohibition issue had most to do with the result. For many years State prohibition has been made the principal issue of the Democratic campaign managers, and in the cities, where the opposition to prohibition was strongest, Democratic officials were elected pledged not to enforce the law too strictly. With the Democrats now in control of the State government, including the Legislature, it will be interesting to see how the prohibition question will be solved by them. We do not hesitate to express our opinion that the result will be so exasperating and unsatisfactory that the electors will reverse themselves at the first opportunity.

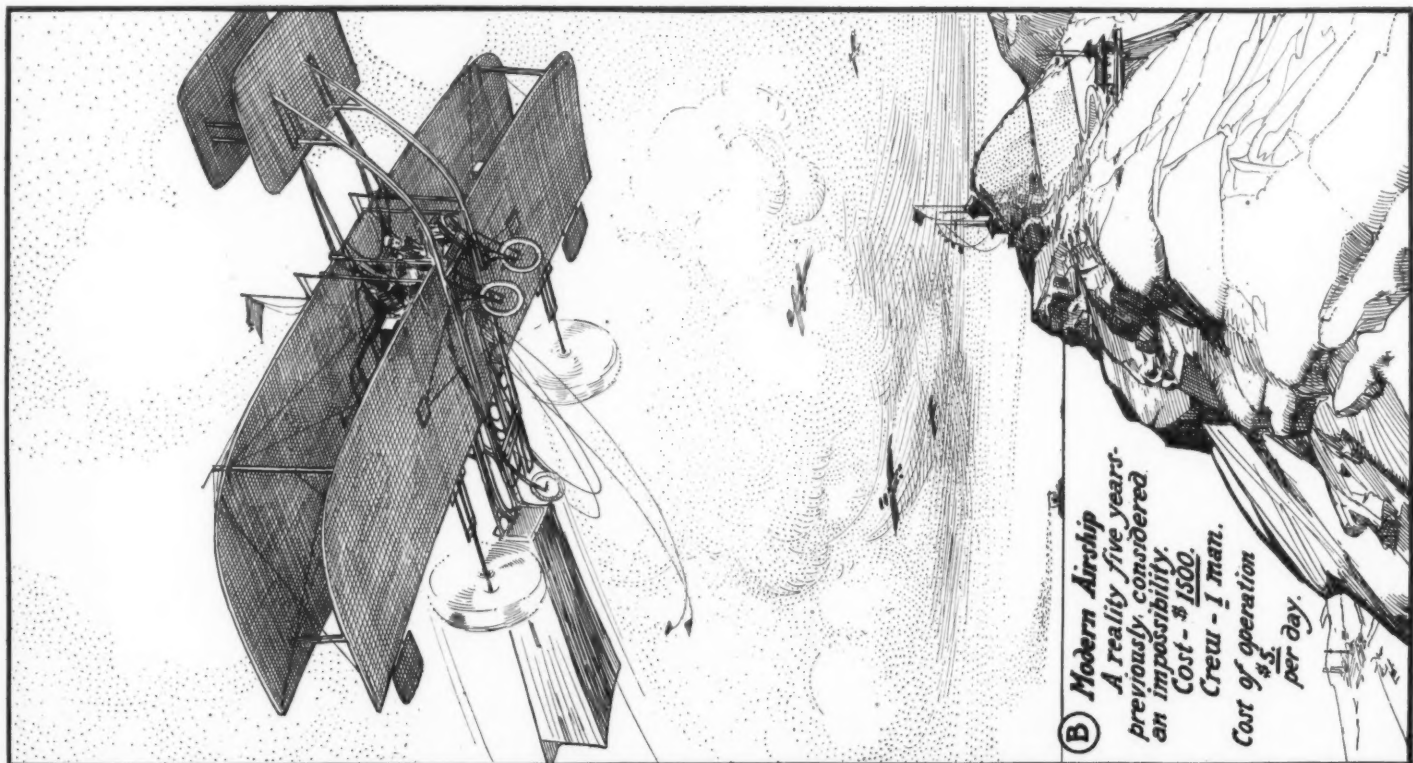
WHAT about good roads when the aeroplane shall be perfected? The trolley has made suburban life popular with the masses and opened cheap homes for wage-earners; the automobile has made the luxurious country place popular for the wealthy city dweller. But the trolley, the automobile and the railroads flourish best where no heavy grades are to be overcome. The delights of the hill-sides and the mountain home have not been placed at a discount because of their inaccessibility. Now comes the aeroplane, to which grades are no obstacle and to which the matter of good roads is of no consequence. The aeroplane makes its own pathway through the air. When it has become—as it undoubtedly will—a safe and convenient vehicle of transportation, city dwellers can fly off to the hills and enjoy the cool and healthful atmosphere, the wide sweep of vision and all the picturesque charms of the mountaintop.

EVIDENTLY all political coons look alike to President Taft. The recent letter of his wide-awake secretary, Mr. Norton, giving notice that there would be no discrimination hereafter in the distribution of patronage among insurgents or regulars in the Republican ranks, has been the subject of a good deal of criticism. Our Democratic friends have been prompt to point out that this indicated that public patronage was being improperly used. This is absurd. The recommendations of members of Congress in such matters have always been recognized by every administration, Democratic or Republican. It would be obviously impossible for the President to decide as to the fitness of candidates for minor places in remote localities. The recommendation of the member of Congress, who is familiar with his constituents, has always been regarded and in most instances accepted in such cases by the executive. There seems to be a disposition on the part of some of the mud-slingers and muck-rakers to misrepresent every action that President Taft takes, but he continues to go serenely on his way and is establishing himself more strongly in the confidence of the people every day.

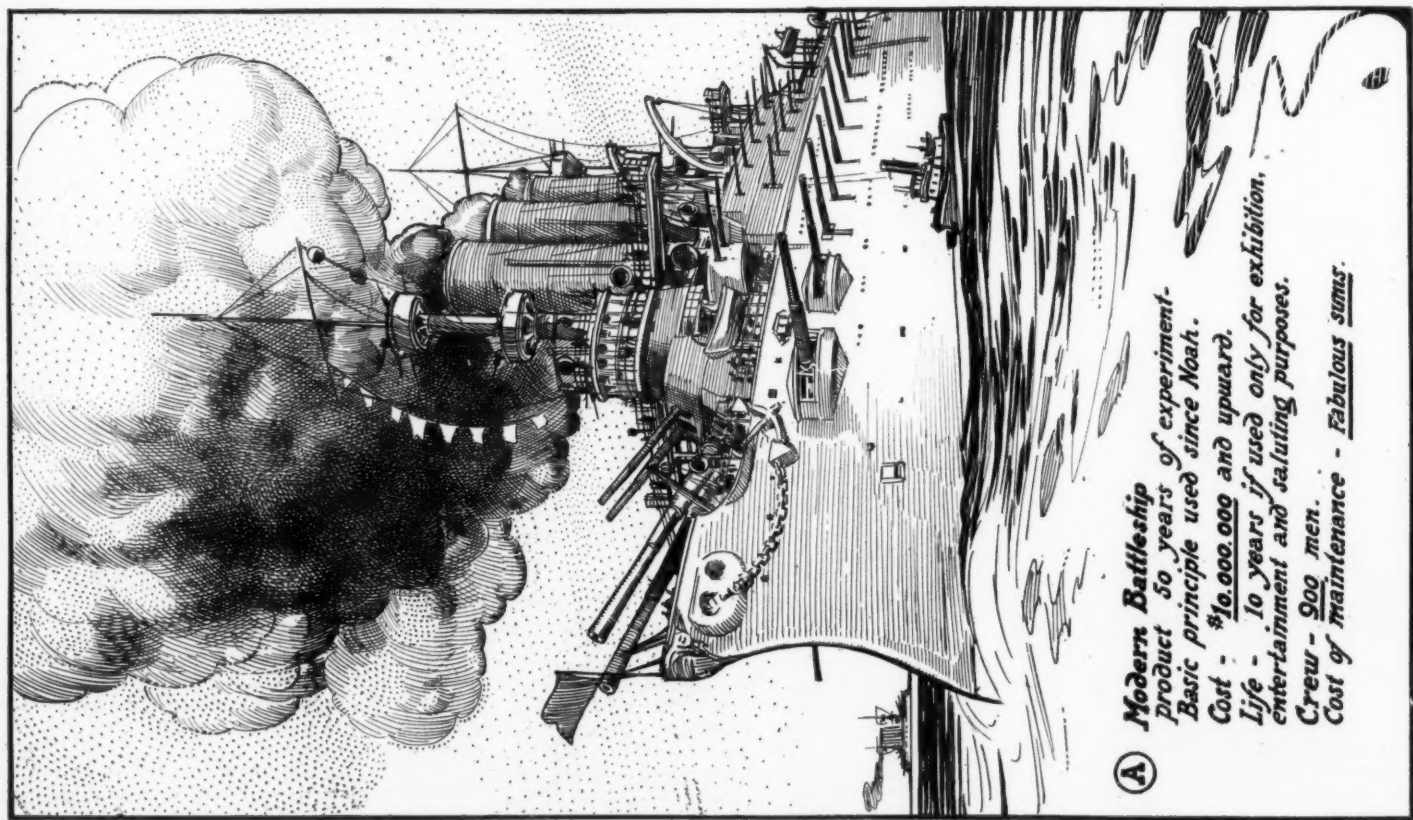
IT IS unfortunate that the newspapers are so engrossed in seeking for sensations that they all but ignore questions of paramount interest to the welfare of the people. Perhaps no controversy is of greater importance at this moment than that between the shippers and the railways regarding the proposed increase in rates by the latter. At the examinations held in Chicago, New York and elsewhere, bearing on this subject, testimony of the greatest importance has been given, but it has received scant recognition from the press. For instance, Vice-President Thayer, of the Pennsylvania Railroad, in his testimony disclosed that the effect of the proposed increase in freight rates would be to raise the rates only on long-haul freight traffic. These have been much too low, compared with the rates on short-haul traffic, and the latter will remain unchanged. It was also brought out that, irrespective of the wage advance, conditions justified the proposed freight increase. Vice-President Daly, of the New York Central, testified that the rate fabric of the country was so uneven and inequitable that it could be likened to a crazy quilt, as it had never been properly adjusted to meet new conditions as they happened to arise. The newspapers are so prone to attack the corporations that they print only one side of railway matters and emphasize that side with the most unfair and sensational headlines. When so much is at stake in an issue involving the prosperity of the people, it would seem as if there might be more thoughtful consideration of such questions.



That (B) with the aid of a few dollars worth of gunpowder can do something of this nature to (A) seems extremely probable



(B) Modern Airship
A reality five years previously, considered an impossibility.
Cost - \$1500.
Crew - 1 man.
Cost of operation \$5 per day.



(A) Modern Battleship
product 50 years of experiment.
Basic principle used since Noah.
Cost - \$10,000,000 and upward.
Life - 10 years if used only for exhibition, entertainment and saluting purposes.
Crew - 900 men.
Cost of maintenance - Fabulous sums.

AND AFTER THE DELUGE—WHAT?

This vivid story, which is here portrayed in three pictures, strongly emphasizes the question which is on every naval officer's lips the world over, "Have the bird-men made the world's navies practically useless?" Those naval experts who have been trying to belittle the danger of the aeroplane in war are respectfully requested to try the gentle art of clay-pigeon shooting before they become fully convinced in their theories.

Drawn especially for Leslie's Weekly by Harry Grant Dart.



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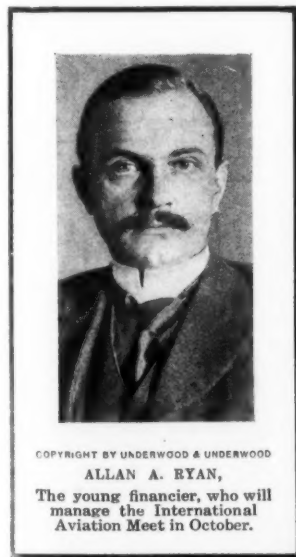
IT IS said by Charles F. Willard, one of the most daring aviators in America, that his sister, Miss Emily T. Willard, is a mistress of the art of aviation. She handles a biplane airship courageously and skillfully. She knows all about engines, winds and courses. For the past four years, ever since her brother became a devotee of the sport of the air, she has been his companion in study and in work. While he studied under Curtiss at Hammondsport, N. Y., she, too, took lessons. There is no reason, she says, why a woman should not be as successful at aviation as a man.



EMILY T. WILLARD,
The twenty-one year old girl,
who is a mistress of
the science of
aviation.

So she has determined to be the first American bird-girl. She is twenty-one years old. "Was ever a girl more fortunate?" she asks naively. "It is my greatest ambition to be able to do what my brother does in the air. Success in aviation, after the science has been mastered, is largely a matter of nerve and confidence. Why shouldn't a girl fly? It is the same old opposition that forbade women to work and to do numberless other things that she wanted to do. And yet women are competing with men in almost every line of endeavor. There is no more danger to a woman in the air than to a man. It is merely a technical question of knowing how to handle your machine. It is a glorious thought for a girl to know that she can sail with the birds. Girls come nearer to being birds than men, anyhow."

THE AIRMEN of all countries will gather late in October at Belmont Park, New York, to compete for international championships. It is planned to make the meet the greatest of its kind ever held, eclipsing those of France and Germany. It will be a stupendous undertaking—and one man is to manage it. Allan A. Ryan, officially chairman of the committee of arrangements, is the directing genius. The selection of Mr. Ryan comes as a surprise. He is the young son of Thomas F. Ryan, the financier. Despite his youth, he has demonstrated marked ability as an executive. It was he who realized that arrangements for the meet were progressing too slowly. He agreed to shoulder the work of preparation, doing in seven weeks what



COPYRIGHT BY UNDERWOOD & UNDERWOOD
ALLAN A. RYAN,
The young financier, who will
manage the International
Aviation Meet in October.

ordinarily would be allowed a year for accomplishment. One of his first acts was to open a suite of offices, hire a corps of clerks, issue contracts for privileges on the grounds. Many thousands of dollars will pass through his hands. Before he took office, Mr. Ryan stipulated that he was to have a free hand. He was assured of this. The international championship will be decided over a five-kilometer course on October 29th. The elimination contest for this event will be held October 26th, when the American representatives will be selected. Glenn H. Curtiss, who now holds the championship, has been named as one of the three aviators to defend the trophy. Should he accept, two others will be selected from the elimination contest. If for any reason he fails to take part, three men will be chosen. Teams have already been nominated by France, England, Germany, Denmark, Italy and Belgium.

THE RECENT aviation meet at Boston brought forth the fact that Claude Grahame-White knows more about aeronautic maneuvering than any other pilot of the vasty blue. He has broken the record for speed by flying thirty-three miles in thirty-four minutes—almost a mile a minute. He is an adept at stunts and has shown the value of the aeroplane in military strategy, arching closely about points, swooping sharply and suddenly to the ground and rising from the earth in a space of twenty feet nine inches. The latter feat broke a world's record which was held by Lieutenant L. B. Foulis, who placed the mark at sixty-five feet. Mr. Grahame-White is England's foremost aviator. He is tall and of athletic build and most enthusiastic over not only the possibilities of the aeroplane, but the practicability of the machine. "The possibilities of the aeroplane are beyond the wildest dreams of fancy," he says. "I am becoming more and more



CLAUDE GRAHAME-WHITE,
England's foremost aviator, who won \$31,000 in prizes at the Boston Aero Meet.

impressed with this fact every day. Practical? Why, they will become the most practical thing in the world in a few years. Just as soon as the automatic control is established—and that can be accomplished at any time by means of a pendulum—any one can handle an aeroplane. This matter of crossing the ocean on a great transatlantic aeroplane in a comparatively few hours is not a dream at all. It is coming. Passengers can be transported from point to point now. The development that is sure to come as soon as builders can get time to develop the aeroplane will give us the transatlantic machine." In the recent Harvard-Boston meet, Mr. Grahame-White won thirty-one thousand dollars in prizes for speed, bomb throwing, duration and altitude.

LOUIS BREGET, one of France's pioneer aviators, recently took five passengers with him in his biplane. The total weight sustained by the machine, including gasoline, was 921 pounds. That is a world record for aeroplane passenger carrying.

HUDSON MAXIM, the famous inventor, is at work perfecting a long-range gun for fighting aeroplanes at extreme heights. He declares that he will soon be prepared to announce success. His gun will fire, he says, swinging on a pivot equipped to bring an aeroplane making a hundred miles an hour into exact range and using a projectile which will tear it to pieces. "The world little realizes," he says, "how far aeroplane development has progressed toward a point where it may be utilized as an actual fighting machine, and by this I do not mean for dropping bombs. The idea that an aeroplane will ever drop bombs is a mere layman's fiction. It makes a powder man want to laugh. But I mean an aeroplane to fight another aeroplane."

THE British government has issued the first official Blue Book dealing with air craft, entitled "Report of the Advisory Committee for Aeronautics." It is intended for students of aeronautics, with a view to inspiring enthusiasm for perfecting aeroplanes for government use.

MISS E. L. TODD is the only woman aeroplane inventor. She intends entering her machine in the international meet in October.

IT REMAINED for an American to perform one of the most daring feats in the history of aviation.

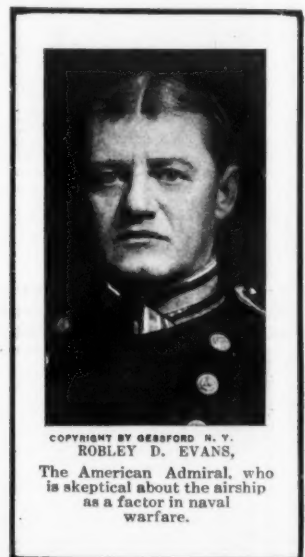
John B. Moissant, of Chicago, flew across the English Channel, in an aeroplane, from Calais to Tilmanstone, with a passenger, on August 17th. By this achievement he far surpassed the feats of Bleriot, De Lesseps and the unfortunate Englishman, the Hon. C. S. Rolls. The flight is the more remarkable in that he had only learned to fly a month before. He made so few flights and was so little known among aviators that his name came as a strange one to the press and public when his feat was accomplished.



JOHN B. MOISSANT,
The Chicago aeronaut, whose
flight with a passenger across
the English Channel was one of
the most daring ever attempted.

Nor was he familiar with the geography of his course. He relied entirely on his compass, while the crossing was made in the teeth of a strong westerly wind. All the way he maintained an average height of between three hundred and four hundred feet. The high wind beat a cold rain in his face and that of the mechanic whom he carried as passenger and who had never before made a trip. He left Calais at ten-forty-five a. m. and landed at Deal, England, at eleven-twenty-two. Mr. Moissant is thirty-five years old. He first visited Paris a couple of months ago and became interested in aviation. He had two machines made after his own design and found the sport so fascinating that he became an ardent experimenter. Before he entered the aeronautic field, Mr. Moissant took part in a revolution in San Salvador. The intervention of Washington saved him.

"A FEW oranges or confetti bombs have been dropped from a height of a hundred or a hundred and fifty feet upon a target representing a battleship, much to the amusement of the nursery maids and children. This is no evidence that the day of battleships, torpedo boats, etc., has passed." Thus Rear-Admiral Robley D. Evans expresses his belief that, while the aeroplane may be a useful, even an indispensable instrument of future warfare on land, he does not consider it a desirable acquisition to the navy. Whether it will ever be feasible to drop on the decks of warships explosives powerful enough to destroy them is a question that cannot be answered offhand at this stage of the development of the aeroplane. Admiral Evans scouts the idea: "When approaching a ship or a number of ships, the operator of the aeroplane will be discovered when about ten thousand yards away. At about eight thousand yards, twelve-inch shells and shrapnel will begin to crack about his machine. At six thousand yards, the six-inch and five-inch guns will be sending their shells to him at the rate of ten or twelve a minute; and when within four thousand yards, the three-inch guns will add their music to the tune of fifteen or twenty each a minute; and the service rifles, sighted to four thousand yards, will make his seat a veritable hornets' nest." But we have the aeroplane now only in its infancy. One may assume that improvements will be made in the heavier-than-air machine such as are not now dreamed of. If it can be used for reconnoitering by the army, certainly the navy can find the same employment for it.



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ROBLEY D. EVANS,
The American Admiral, who
is skeptical about the airship
as a factor in naval
warfare.

I nose naval experts who have been trying to be the danger of the aeroplane in war are respectfully requested to try the gentle art of clay-pigeon shooting before they become fully convinced in their theories.

Drawn especially for Leslie's Weekly by Harry Grant Dart.

The First Inter-city Flight

Glenn Hammond Curtiss, Winner of the New York "World's" Albany-New York Flying Machine Contest, Tells the Story of His Thrilling and Epoch-making Achievement in an Interview with Leslie's Reporter.

"THE MORE we think of anything, the more we seem to lose sight of its importance." These were the words of Glenn H. Curtiss to a LESLIE's reporter as he stood watching the other bird-men making their spectacular maneuvers recently on the aviation field at Mineola, Long Island. The subject was the epoch-making flight from Albany to New York. Mr. Curtiss then continued: "I had thought and planned the Albany-New York flight for so many months prior to making the trip that I could not help express surprise when told that it was the first inter-city flight ever made in America. To me, the significance of the flight was in the fact that I had done something more than I had myself accomplished previously, and not in the fact that it was something more than had been done by others in this country. There was a peculiar satisfaction in making the flight—a satisfaction which gave rise to a different feeling than I experienced in winning the Gordon-Bennett cup at Rheims or the Scientific American trophy in earlier days. In winning the New York World's prize, I had the additional satisfaction of feeling that I had contributed toward the demonstration of the commercial practicability of the aeroplane.

"I cannot help but believe that in years to come, when aeroplanes will be used in daily inter-city flights, the public will not be found wanting in appreciation for the enterprise of one of New York's big newspapers in offering so substantial a prize to stimulate progress in aviation. That I should have been the first to make the flight is an incident; that the flight was made is a fact which was hastened by the large reward offered for its accomplishment. If I had not made the flight from Albany to New York, some one else would have done so. Before it was done, it appeared difficult. Since it has been accom-

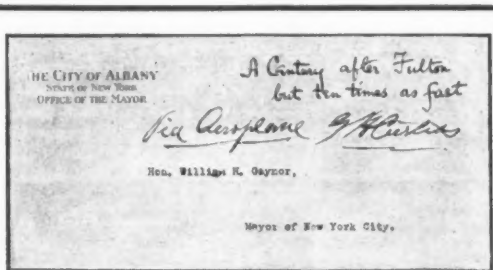
plished, it may be regarded as easy. To me it would have been more difficult had it not been for the careful plans I had made or for the fortunate weather which prevailed. I regard it as a good policy to be good and ready before starting aloft in my aeroplane.

"From the first day that the New York World announced its \$10,000 Hudson-Fulton flight prize, until the day the \$10,000 check was handed to me, I had the trip more or less in my mind. Every time I

than diminish. The lack of suitable landing places in case of emergency stops, the treacherous air currents in the Highlands and the difficulty of carrying sufficient gasoline to feed an eight-cylinder engine were the most important difficulties to be met with. I decided to experiment with landing on the water. I attached pontoons to my aeroplane in my shop at Hammondsport and began a series of experiments on Lake Kenka. After many trials I succeeded in devising pontoons that would keep my aeroplane afloat when I landed on the lake. I found I could alight and start from the water. The World removed the other difficulty by modifying the conditions to permit two stops between Albany and New York for gasoline.

"I felt that I was now ready to attempt the flight and notified the World and the Aero Club of America of my intention. Accompanied by Augustus Post, representing the Aero Club, I went up the Hudson, stopping at Poughkeepsie to select a landing place, finally deciding on the Gill farm, where I directed my assistants to have a supply of oil and gasoline ready. Proceeding to Albany, I set up my biplane on Van Rensselaer Island. My machine, ready for flight, weighed 1,004 pounds. It was one of the smallest ever used for a cross-country flight, measuring from extreme front to rear thirty feet one inch, and thirty feet in width. The planes, four and a half feet wide, were four and a half feet apart. They were covered with Captain Baldwin's rubber-silk cloth. The fifty-horse-power, eight-cylinder engine drove a seven-foot propeller at more than a thousand revolutions a minute. I was ready by Thursday, May 26th, but the weather seemed unpropitious. I determined to wait for an ideal day, and I did. Though the waiting on Thursday, Friday and Saturday brought much impatience and adverse criticism, Sunday morning, May 29th, the conditions seemed just right.

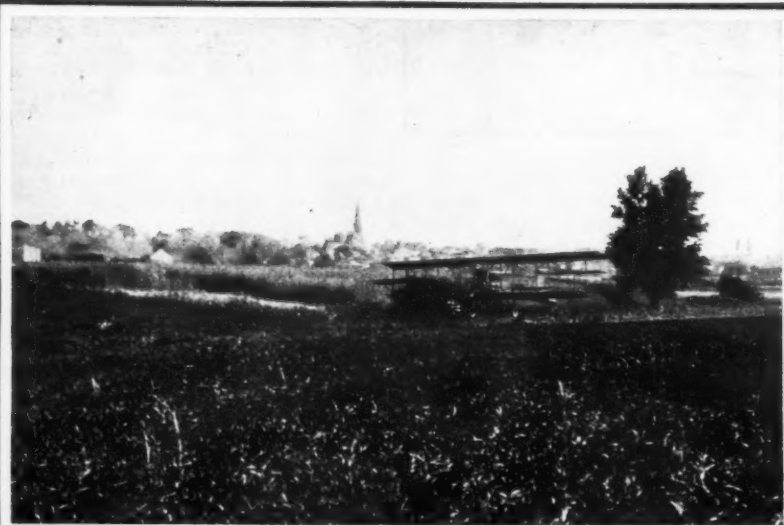
(Continued on page 321.)



The First Letter Ever Delivered by Aeroplane.

The message from the Mayor of Albany which Mr. Curtiss carried from the capital to Mayor Gaynor of the metropolis.

went up the Hudson I studied the course and the air currents. The course offered many obstacles, including, as it did, practically every kind of territory, from level plains where flying was easy to treacherous mountain passes where a sudden gust at any moment might send me spinning over and over to sudden death in the bottom of the Hudson or smash me to bits against the mountainside. Before it was accomplished, the crossing over Poughkeepsie Bridge and the flying over the housetops of the metropolis looked like serious obstacles, too. As I analyzed the situation, the difficulties appeared to increase rather



The Spectacular Start of the First Inter-city Flight.

Curtiss rising from the field at Albany at the beginning of his 150-mile dash down the Hudson River to New York.



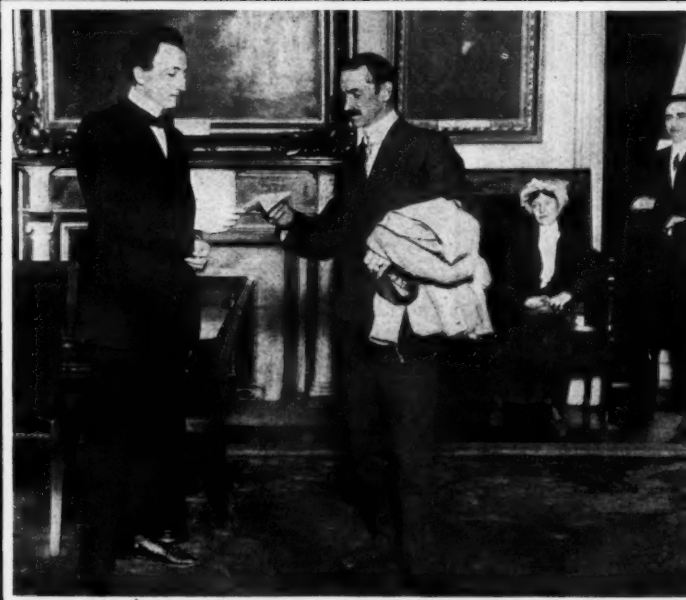
The Final Dash for the \$10,000 Prize.

Leaving Poughkeepsie and entering the most difficult part of the journey. While passing over the Hudson through the Highlands, freak air currents almost wrecked the biplane.



Refilling the Gasoline Tank at Poughkeepsie.

After negotiating seventy-five miles, he stopped for more fuel and then continued toward New York.



Delivering the First Letter To Be Sent by Aeroplane.

Mr. Curtiss handing a letter from the Mayor of Albany to Mayor Gaynor's secretary in New York immediately after alighting in the metropolis.

Through the Opera Glass

The Latest News and Reviews of New York Stageland

By Harriet Quimby



Florence Reid,

In "The Wife Tamers," at the Princess Theater, Chicago.



Irene Fenwick,

In "The Brass Bottle," a comic fairy tale.

"**MADAMESHER-RY**," coming to New York with laurels freshly won in Chicago, which, within the last couple of years, has become a theatrical center of considerable importance, has done what

many attractions which have pleased Chicagoans have failed to do in New York—scored a second success before a Broadway audience. "Madame Sherry," which is called by its producers "A French Vaudeville in Three Acts," is in reality not vaudeville at all, but a musical comedy lifted a trifle above the every-day sort by the singing and dancing of dainty little Lina Abarbanell. There is just enough plot to the piece to hold the musical numbers together. Some of the songs are catchy and pleasing, especially "Every Little Movement," the melody of which pervades the three acts. The dry humor of Ralph Herz, who is co-star with Miss Abarbanell, is really funny and he scores a laugh every time he speaks. The much-advertised beauty and grace of the "Madame Sherry" chorus, however, fail to materialize with the rather poky lot of girls, who, while pretty enough as chorus girls go,

are like any of the girls in other musical productions of like nature.

What I have seen of French vaudeville as produced in France would leave "Madame Sherry" far behind where dash and wit are concerned, and producing the piece under such a caption is like putting an apricot cordial label on a bottle of milk and water. Nevertheless, "Madame Sherry" has "caught on," and that is saying something in these days when audiences demand that they shall at least be kept awake when they attend a theater. A new and interesting method of popularizing a song has been adopted by the management at the New Amsterdam. During the intermissions a string orchestra, seated in a niche in the lobby where those who pass the theater can hear the music as well as those seated inside, plays the principal melodies from the score. In this way the infectious music creeps into one's memory, and the next day or perhaps a week later he will find himself almost unconsciously humming the air which so teasingly haunts him.

Pantomime in this country might well be called a lost art as far as native Americans are concerned.

Even the bits of silent acting which our actors are required to do in their plays are bunglingly done. Our players have never had the time or patience to develop talent for pantomime, so busy have they been with melodrama, musical

comedy and farce. The French are the most finished pantomimists in the world, excepting the Chinese. They never tire of this branch of the art, which is really the quintessence of acting. An illustration of the eloquence of pantomime in comparison with acting with words was given by Pilar Morin in a revival of "L'Enfant Prodigue," at the Hackett Theater, one afternoon last week. The play has not been here for many years, so it is new to the majority of present-day theater-goers.

"L'Enfant Prodigue" is a drama in three acts. Although no word was spoken by the players, not a point was lost and the story was made perfectly clear to the audience. A French family whose only son becomes infatuated with a worthless girl furnishes the basis of the play. While his parents are nodding over their evening paper, *Pierrot, Jr.* (Mlle. Morin), steals forth from his room, rifles the treasure box of the family and runs away. The second act shows him in the home of his innamorata, who plainly leads him a dance. She has spent all his money, and when he goes out to the club with marked cards to gamble for her sake, she runs off with a rich old

(Continued on page 329.)



An English Musical Comedy Which Has Fascinated Broadway.

A scene from "Our Miss Gibbs," at the Knickerbocker Theater, showing the Cocote March.



Eva Tanguay,

On the Keith and Proctor circuit.



Charles A. Bigelow,

In "Alma, Where Do You Live?" at Weber's Theater.



The Dashing Fifth Avenue Girls.

There are many pleasing chorus hits in "Madame Sherry," at the New Amsterdam.



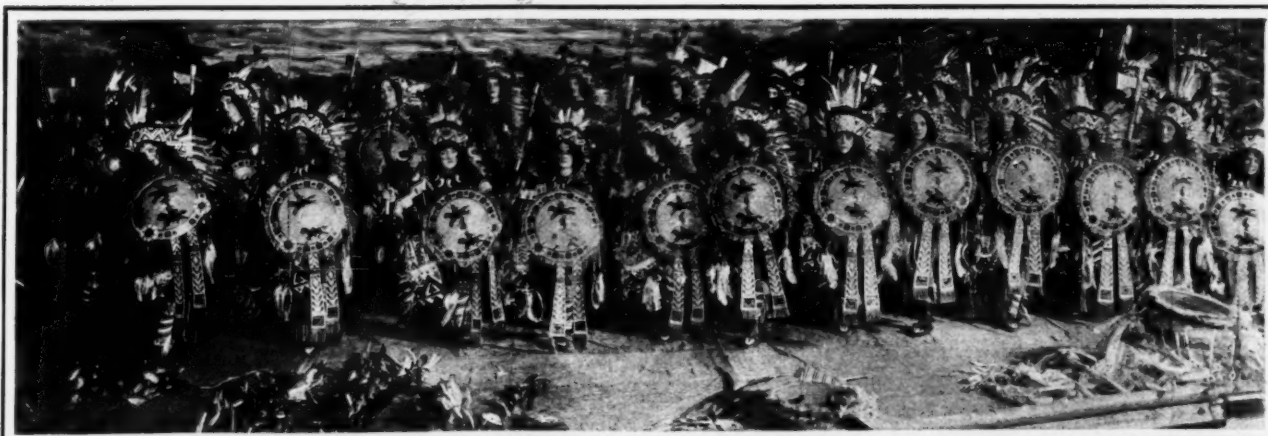
Julia James,

One of the fun-makers in "Our Miss Gibbs."



"Baby Mine."

Ernest Glendinning and Marguerite Clark at Daly's Theater.



The Ballet of Niagara.

This is one of the many remarkable features at the New York Hippodrome.

An Enemy in Mid-air

By Patrick Vaux

Drawings by George F. Kerr



LATE that Thursday night, which was to be startled by the mobilization for war between the United States and the great European Powers regarding the status quo of the Panama Canal, Lieutenant-Commander Kelsale, of the *Kansas*, then lying in naval anchorage, San Juan, had returned from the Luquillo Sierra, on leave in regular absence. While waiting for his baggage to be sent along, he called for some correspondence at a hotel; and as he was going up the veranda steps he encountered Chief Petty Officer Binsted, who was passing—Binsted, whose public reprimand had occasioned such an outburst in a section of the American press.

"Huh! you played the fool!" snapped Kelsale, in disgust, acknowledging the C. P. O.'s salute and pausing on the veranda steps. "Couldn't you have kept from smashing the European? Height of stupidity, man-handling him just now!"

"Woolfner called me a liar, sir. When I said to him an air craft had certainly been seen spying around and should be called to account, he called me a liar and something worse."

"So you threw your hand in, eh? Had a scuffle with the police to better yourself?"

"I got it hot and strong at the police court, sir, but nothing like what other folks have been saying about me."

"Huh! a big noise over it, at any rate, by the peace gang in the press!" grunted the superior officer. "You ought to have kept your hands down, Binsted."

Inquisitively the keen eyes of the lieutenant-commander roved along the crowded plazuela, where were the same stir and excitement feverishly agitating the vast body of the republic from Key West to Seattle. Then they came back to the lithe, smart American seaman standing by the veranda steps.

"More of their confounded spies knocking around at present," Kelsale growled; "and that's as certain as the Naval Secretary didn't know he was telling a lie when he denied the report about the dirigible. But reprimanding you at general muster on board the flagship has made you suffer too heavily for the public excitement."

"The European called me a liar!" exclaimed Binsted bitterly. "It was the truth I told him."

"Undoubtedly, Binsted. The airship must be based on an out-of-the-way island among the Danish Virgins—Saint John's or one of the others, it is surmised. We can't do anything till hostilities break out; but this occasional interruption of communications with the fleet is d—d strange. There'll be a thundering big surprise, yet, out of this affair of yours, Binsted," continued Kelsale. "That's as plain as the jackstaff. But it's neither your business nor mine. Step along and hurry up the niggers with my gear, will you? I want to be on board as soon as possible. Thanks, Binsted."

OF a sudden the officer was brushed aside by someone hurrying out of the hotel; and, grabbing hold of the rail, Kelsale shot an angry glance at the civilian.

"Your pardon, sir!" reached his ear in strident accents.

But the lieutenant-commander's eye had fled from the heavy face, with its gray eyes and stubby, yellowish mustache, to the navy man on the pavement. Binsted had started forward in a truculent manner, his arms still by his sides, but his fists knotted. With very visible effort he was trying to restrain himself.

"You again! You!" he blurted out, almost under his breath. "You that's downed me! You scab!"

Self-control breaking, he flung himself upon the European. But the latter, his face averted, took to his heels, and, diving through the Puerta de España, was instantly lost to sight.

"Steady, Binsted, steady!" thundered Kelsale,

jumping down the steps to seize the C. P. O. by the left shoulder. "No nonsense! D'ye hear?"

"It's him, it's him!" came the sullen reply, as the seaman halted reluctantly on feeling his officer's grip. "I don't forget his ugly mug!"

"Him! What the deuce is he doing here? Carry on with my traps, for I want to be on board immediately."

With a puzzled face Kelsale entered the hotel. More pronounced than ever appeared to him the injustice of wreaking on Binsted the anger of a noisy section of the pacifist press at increasing hostile demonstrations by the people, inflamed with rumors of espionage by the European Powers.

"Who was that who left in such a deuce of a hurry?" he asked a waiter. "Seen him often?"

"No, sah, not me, sah," answered the negro. "No hab knowledge of the gen'lman. He meet t'ree friend in dey smokeroom. All now gone, sah."

Deep in thought at the encounter, Kelsale passed down the short passage to the smokeroom. Finding no one here, he was turning away when his eye was arrested by sight of a cigar case lying on the near table, together with various tumblers and liqueur glasses. Prompted by curiosity, he stepped forward and took up the case; and on seeing no signs of ownership on its blue morocco exterior, he opened it and regarded its assortment of cigars with a connoisseur's eye. He withdrew one and, holding it to his nostrils, inhaled the delicious odor of the Havana leaf. Suddenly surprise and conjecture, sharp and sinister, contracted his low, broad forehead. His black eyes narrowed. Lifting the brown tube closer to his eyes, he scrutinized it very shrewdly.

"Odd!" he murmured. "D—d odd, this!"

Frowning a little, he rolled the Carvajal delicately between finger and thumb. Again he did so, shifting it a little.

JUST then he heard voices approaching from the passage. He shoved back the cigar, for a second he swithered, then thrust the case into his

side pocket, even as Woolfner and the waiter precipitated themselves into the room.

The European leaped to the table. Consternation flashed over his features.

"I did leave it here," he cried, in a harsh, perturbed voice, "but it is gone! I did leave it here in my haste!"

"No, sah, not here," asserted the waiter confidently, officially shifting about the glasses and tumblers. "Nobody hab been in dis room but massah, here. You, sah, not hab seen a cigar case?"

"No cigar case except the one in my pocket," returned the American officer.

HIS eyes and Woolfner's met, challenging and peremptory. The European stepped forward impetuously, as if to wrench away his property.

"It is in your pocket, Herr Officer!" he snarled. "Give it to me!"

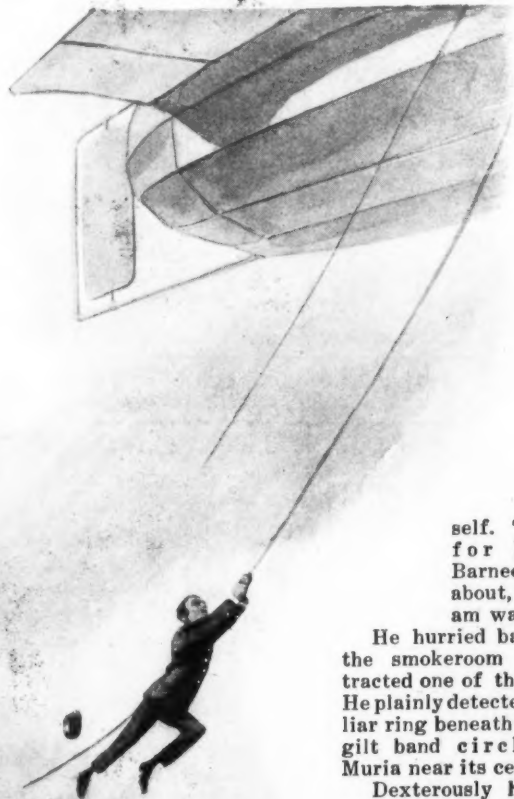
"Give it to you! Come along to Naval Station Police Office and I'll be searched there," grunted Kelsale. "I have but one cigar case in my pocket—and don't mind risking my character on it. Ring up the N. S. police, waiter, for Inspector Barneet, and say I want him along smartly."

At these words his accuser took a long breath. In silence he stared at the lieutenant-commander. A shadow crept into the corners of his hard eyes, but he fronted his fate.

"Ring up the police," he jibed, as he turned to the waiter. "Oh, ring them up to take in charge this thieving American—this so dishonorable an officer! But, meantime," he added, with well-simulated indignation, "I call for help in the plazuela."

The next second he was dashing up the passage. Kelsale unhesitatingly doubled after him, but, fouling the waiter by the door, he fell headlong.

"Quick, Sambo!" he snorted, recovering him-



self. "Ring up for Inspector Barneet! Jump about, there! I am waiting."

He hurried back into the smokeroom and extracted one of the cigars. He plainly detected a peculiar ring beneath the wide gilt band circling the Muria near its center.

Dexterously he ripped asunder the band and with an ejaculation of expectancy removed the ring of rice paper which had been slipped under it. For a few seconds he scrutinized the hieroglyphic markings, then investigated the remaining cigars and obtained similar results. He pounced on one of the slips and, holding it almost on a level with his eyes, intently examined it.

"Geewish! I am right!" he exclaimed to himself, as he peered at the faint pencilings. "Here is some of their underhand work! This Woolfner must be one of their gang."

Soon Inspector Barneet, of the Naval Station police, was nodding his bald head in perspicuous wisdom.

"Jehosh! This is a haul!" he repeated to

(Continued on page 327.)

"By a finger's breadth his outspread right hand caught hold of the port after-stay."

How We Shall Fly in 2010

"We must hazard our guess upon a far flight of the imagination, and even then we shall doubtless fall far short of the coming realities."

By Hudson Maxim

The Noted American Inventor and Scientist

"In the next great war, there will speed a tornado of flying machines while the combatants below will be assailed by the falling wreckage of friend and foe alike." :: :: ::

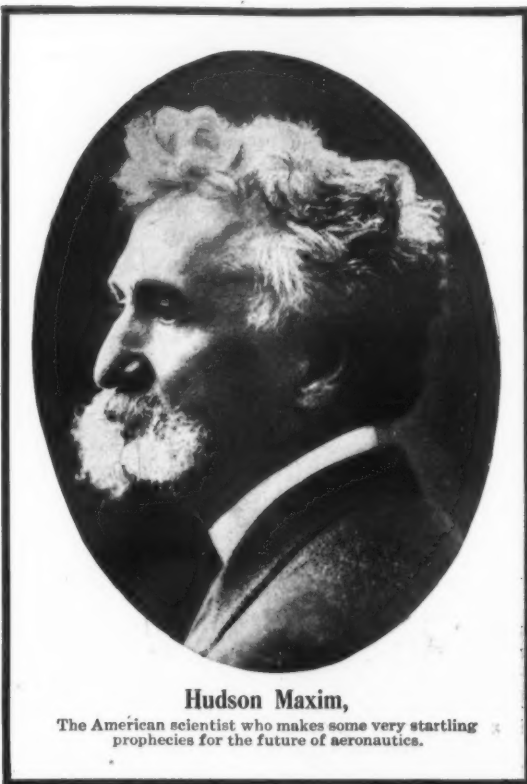
JUST as the living organism shapes itself in accordance with the formative influences of its environment, so does human progress shape itself to formative environing influences, chief among which are facility of intercommunication, of thought and transportation; and the tremendous formative influence destined to be exerted by aviation defies our powers of preconception. As we contemplate the vast network of railroads and other highways with which every civilized country is laced, and all their dependent and interdependent industries that have been the growth of the last century, and in imagination try to conceive the equivalent, though not the duplicate, of this built on aviation, the vision becomes elusive from its very vastness.

Had our forbears of a hundred years ago dared to predict the wonder-working of the present generation, crowned by the master achievement that has been the dream of the centuries—the conquest of the air—theirs would, indeed, have been a wild surmise. Standing as we do upon the heights of modern attainment, we are perhaps equipped with a keener foresight than was theirs. Yet any foreview that shall attempt to set a hundred-year stent for the inventor, scientist and discoverer, is itself a task for invention as well as prophecy.

Creative genius will be borne onward by the vast momentum of what has already been accomplished, and attracted by fame and fortune as rewards for accomplishment, which will take their size from the measure of the growing times. We must look far in the direction whither men of the skill and daring of Curtiss are flying, and hazard our guess upon a yet further flight of the imagination, and even then we shall doubtless fall short of the coming reality. The ancient world was one of myth and miracle—fact blended with fable—and the great terrestrial ball rested upon the back of old Atlas. The modern world of science and mechanic arts, founded upon accurate knowledge, rests no longer upon the back of Atlas, but upon the shoulders of the inventor. It is the inventor who now holds up the world.

The present is pre-eminently an era of discovery and invention, of science and mechanic arts. The next will be a great sociological age, an era of invention and discovery in methods of government, when the growing nations shall have merged into one united world, when conciliation and peace among aggregations of men shall no longer be determined by the interested parties, irrespective of the good of the whole, but by the governors of the whole, in the interest of the whole, unbiased by self-interest and unflamed by passion; when human avarice shall be fettered, when human inheritance shall be a predetermined thing, when health and mental equipment shall be scientifically foreordained, and not, as now, be left to the chance of wedlock of disease and criminality.

Every improvement in enginery of war which man



Hudson Maxim,

The American scientist who makes some very startling prophecies for the future of aeronautics.

makes to meet the exigencies of stern necessity in the rivalry of nations is one more link in the chain of things that shall some day shackle up war by rendering it impracticable, unprofitable and intolerable. No one product of the human hand and brain will so much quicken the advent of that millennial time as the aerial navy that we already see in the making, which is destined to revolutionize warfare by carrying it into the third dimension, which will make the complexity of future tactics a multiple of those of the past, when warfare was confined to two dimensions. And there are destined to be many and long and bloody and vastly expensive wars before all the fires of conflict, like the fever of disease, shall have burned themselves out.

The requisitions upon invention are sterner and more exacting for war than for sport or commerce. Therefore, that which shall bring aerial craft to the highest degree of perfection will be the uses of war. And as that warless era of which we catch glimpses in our dreams of a distant future is unquestionably yet far away, we must, in our prediction, look to the flying machines which war, as well as sport and com-

merce, is to build and perfect. These are facts which are to be faced.

The tremendous influence that will be exerted by the aeroplane upon land values, in bringing the distant lake and mountain within easy reach of the large centers of population, will render the flying machine the greatest wealth-maker ever produced; for whatsoever enhances land values operates at the very foundation of national wealth. Could we come back in 2010, to banquet some famous Curtiss of that time, we should think little of a flight to the function to do him honor from Chicago, from the Thousand Islands, from the summer estate on Mount Katahdin, in Maine; and the wide stretches of country rushing under us, as we came, would be a strange commingling of villa, city and farm, while the chains of carefully prepared alighting areas stretching in all directions would give the landscape something of the aspect of an enormous fox-and-geese board.

There will still be the webwork of iron rails and the mad rush of the express train thundering along the earth, while the night sky will be made meteoric by luminescent, cloud-racing craft, with their fast-flashing signal lights.

We shall not have to wait a hundred years for the stanch, wind-defying flying machine with automatic equilibration. Very soon automobiling of the air will be as safe as automobiling upon the earth now is.

Neither shall we have to wait a hundred years for that spectacular eventuation—a fight between aerial navies, for these are bound to come with a sudden rush of wings.

In the next great war, over the roar of battle below, there will speed to the conflict a tornado of flying machines, air craft against air craft, in a strange, demoniacal encounter, while the combatants below will be assailed by the falling wreckage of friend and foe alike.

There will be new and strange guns and strange missiles in that conflict, and there will be fearful maneuvers between contending craft in their attempts to outrace and override each other for advantage of position and to bring their instruments of mutual destruction into action.

There will be plenty of room for the skill and daring of many a Paulhan, many a Bleriot, many a Curtiss. We of the twentieth century hardly realize the privilege which is given us to watch the evolution of the airship. Many of us have envied those who lived through the development of the steam engine and other similar revolutionary inventions. We to-day are watching the most spectacular pursuit ever entered into by man. Through the long centuries, from the time when our ancestors first came down from the trees to walk on two legs, human beings have hoped to conquer the air. Long before the New Year bells usher in the twenty-first century, I believe most sincerely that the airship will have become a practical and invaluable tool of civilization. This is my prophecy.

The First Aeronautical Dictionary

Commit These Words to Memory, for They Belong to the Latest Terminology of the Airship World, and Will Be Used Over and Over by the Press in Discussing Future Flying Maneuvers

AERIAL NAVIGATION—Flying through the air in a navigable machine equipped with effective steering apparatus.

AEROCAR—Any kind of a flying machine.

AEROCURVES—Surfaces used in the making of aeroplanes. (The term "aeroplane" is a misnomer—the "planes" are all "curves.")

AERODROME—Flying grounds over and about which machines fly.

AERODYNAMICS—Flight in an aeroplane.

AERONAUT—One who navigates the air in a balloon.

AERONAUTICS—The science of flying generally in a machine of any description.

AERONEF—An aeroplane as defined by International Congress.

AEROPLANE—Any machine that is heavier than air and consisting of superposed planes.

AEROSTAT—Any machine that is lighter than air.

AEROSTATICS—Flight in a balloon.

AEROSTATION—The art of flying in a balloon.

AIRMEN—Either aeronauts or aviators.

ANEMOMETER—Small wind wheel for registering speed of a flying machine.

AVIATION—The art of flying in an aeroplane.

AVIATOR—One who navigates the air in an aeroplane.

BALANCERS—Hinged flaps attached to main planes.

BAROGRAPH—Instrument for recording altitude.

BAROMETER—Instrument for measuring height by means of air pressure.

BIPLANE—A two-planed flying machine.

BRAKE HORSE-POWER—Term indicating actual developed horse-power, instead of estimated horse-power calculated from stroke of motor and bore of cylinder.

CAPTIVE BALLOON—A balloon fastened to the earth.

DIHEDRAL ANGLE—Has reference to the wings of an aeroplane sloping upward and outward.

DIRIGIBLE—A balloon equipped with motors and propellers, so that it can be navigated in the air.

DRAW ROPE—Rope hung from free or dirigible balloon, by its friction with the earth aids in regulating, steering and diminishing speed of flight; is also of assistance in effecting a landing.

EVEN KEEL—This horizontal position is acquired by the manipulation of the elevator, which is tilted or dipped, according as its leading edge is raised or lowered.

FREE BALLOON—A lighter-than-air machine unconfined by any rope connected to the earth.

GLIDER—May be described as an aeroplane minus motor and chassis, so that it can be used for gliding from an altitude.

HANGAR—A shed in which flying machines are stored.

HARBOR—A natural valley in the open country where airships may rest.

HELICOPTER—A heavier-than-air machine designed to rise vertically by the operation of horizontal screws.

HYGROMETER—Instrument for determining the amount of moisture in the air.

MONOPLANE—Has but one pair of outstretched wings.

MULTIPLANE—Consists of many planes.

ORNITHOPTER—Heavier-than-air machine built with wings and depending upon the flapping of these wings (as the bird flies) for its propulsion.

PILOT—An aerial chauffeur, who, after passing tests, is licensed to fly.

QUADRUPLANE—Consists mainly of four planes.

RADIATOR—Device to keep the gasoline motor cool.

RIP CORD—Cord attached to part of the gas envelope of a balloon, which will make a tear and emit gas to effect a quick landing.

SKIDS—These or the wheels of chassis are attached to aeroplanes to aid in starting and landing.

SPHERICAL BALLOON—The gas bag in this case is round or nearly so, as opposed to the Zeppelin type.

STABILITY—Most aeroplanes have tails which act in addition to the main planes in promoting natural stability, but the machine still has to be "controlled" against tilting, canting and swerving.

STATSCOPE—A delicate little instrument which will indicate whether the balloon is ascending or descending at any moment.

TRIPLANE—Consists mainly of three superposed planes.

VALVE CORD—Cord which goes through the neck of a balloon envelope to the valve, in order to deflate.

WARPING—The warping of the main planes assists in balancing, and this feature is claimed by the Wrights as their invention. Recent law suits have been based upon this claim.

How Man Has Grown His Wings

An Absorbing Story of Aviation from the Earliest History of Flight

By Daisy E. Ball

TO THE majority, those who pursue day after day the usual routine of existence, and who, having perchance read in their daily papers of an unusual feat achieved by some enthusiast in the art of flying, have deemed the matter to be of little importance, the present advanced stage of aviation has come unawares. The many points of progression that have led up to the marvelous growth of the science of the present day must, in a great measure, have passed unheeded or been quite forgotten. A brief review of the history of aviation is, therefore, of unusual interest. If the following outlines are familiar to the few, they will perhaps be news to the many.

The earlier history of flight records the efforts made by the Montgolfier brothers, of France, with their hot-air balloon. On June 5th, 1783, they constructed a paper balloon, one hundred and twelve feet in circumference, and inflated it with hot air by placing a fire beneath it. This balloon rose to a height of nearly a thousand feet, but dropped back to earth again as soon as the hot air escaped. They later constructed a balloon, having a capacity of fifty-two thousand cubic feet, of waterproof linen, which made a flight of eight minutes' duration, carrying as passengers a sheep, a cock and a duck, all returning safely to the ground. The success of the Montgolfiers was instrumental in bringing into the field Professor Charles, who later constructed a spherical balloon, using hydrogen gas (discovered by Cavendish in 1776), and similar in many respects to those used at the present time. Professor Charles made an ascent in this balloon on December 1st, 1783, remaining aloft over four hours, and subsequently landing forty-five miles from the starting point. Le Bon was another early experimenter and he was the first to use coal gas. Early in the nineteenth century, Sir George Cayley worked out the general principles of a heavier-than-air machine, which was driven by gunpowder in a crude form of internal combustion engine. It is credibly reported that this machine actually flew a few yards, and to the unknown aeronaut, who was Sir George's coachman, belongs the honor of being the first man to leave the ground in a heavier-than-air machine.

WENHAM and Stringfellow, members of the Aeronautical Society of England, did much research work in 1850, when practically all the principles of flying were discovered. The year 1879, however, marks the epoch from which the modern phase of aviation has developed. The history of the science from that year up to the present day may be divided into three distinct stages: The first, devoted to flying models, large and small, which were driven by engines, in order to ascertain the power necessary to sustain certain known weights in the air. These models did not, of course, carry drivers, and even when flying under the most favorable conditions they

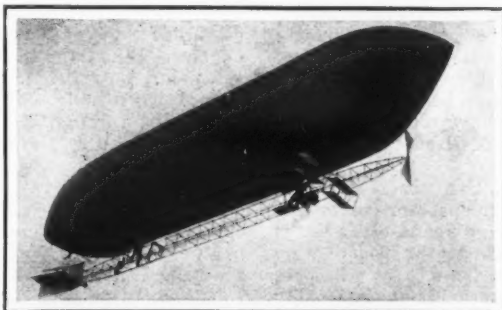
were found to be very unstable. These conditions led to the second stage of development—that of making tests for stability. These trials were made chiefly with gliders, which carried aeronauts, who were thus enabled to study the balancing effect. Much valuable experience was gained from these tests, to which we are indebted for the third stage—the air craft of the present day.

In 1879 Lawrence Hargrave constructed a model



A Fine Model of the Modern Lighter-than-air Flying Machine.

An ordinary balloon inflated with gas which is entirely dependent upon the wind for propelling force. The earliest experiments recorded with the balloon were made by the Montgolfier brothers in 1783.



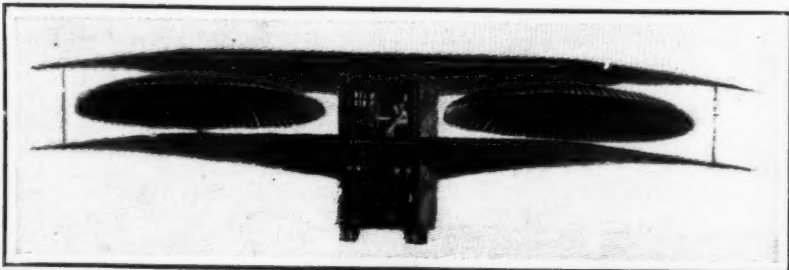
The Second Important Step in Conquering the Air.

The ordinary gas balloon was built in the shape of a cylinder and a gasoline engine with propeller and a rudder were added. It took many years of experimenting with the lighter-than-air models before aviators became convinced that they were not on the right track in their attempts to produce a real flying machine. Gradually they realized that gas balloons would always be more or less at the mercy of heavy air currents. The aeroplane with its powerful motors offers slight resistance to the air and is, therefore, more managable.



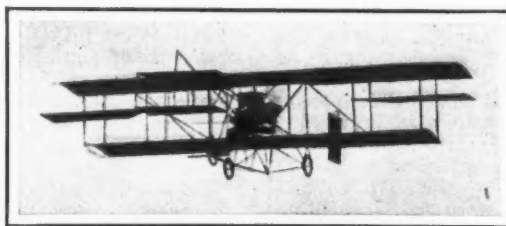
A Popular European Flyer.

The monoplane, used by Bleriot and others in many of their successful flights. Its structure most nearly resembles the model of the bird. Although the Biplane has repeatedly demonstrated that it is the faster of the two models, the biplane believe that the monoplane will eventually prove the flier.



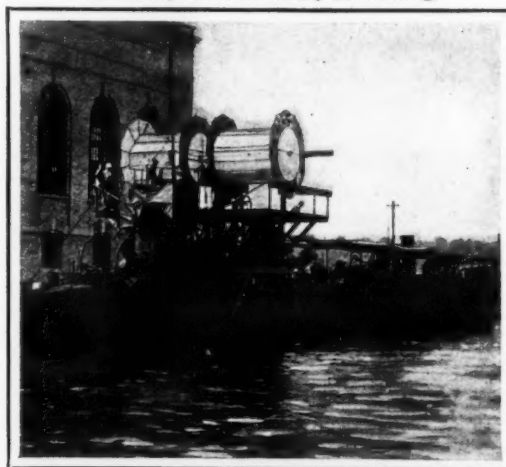
The Gyropter.

A novel solution of the problem of flight. Many inventors believe that the aeroplane will remain a dangerous toy. An English inventor announces that he has solved the airship problem with this model. The gyropter has two rotary wings which revolve in accordance with the principles of bird flight.



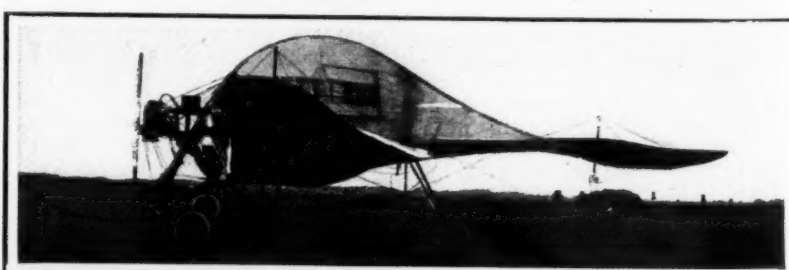
The Irresistible Biplane.

The experiments of the Wright brothers, Glenn Curtiss and others, with machines of this model, gave man his first substantial hope of successful sky automobiling.



A Freak of the Air.

A flying machine model invented by Congressman Ames of Massachusetts, receiving its first try-out while mounted on a torpedo-boat destroyer at Annapolis. This queer machine is based upon the lifting force of the "spit ball," well known to baseball followers.



A Flying Machine Modeled after a Fish.

A remarkable monoplane invented by a Frenchman. It is so arranged that passengers are carried in the interior of the canvas top. Note the windows at the head of the machine. Most of these freak models never leave the ground in their initial attempts and all of them come sooner or later to the scrap heap.

weighing three and one-half pounds, which had two sustaining wings and two small driving wings. These were worked by a miniature single-cylinder, compressed-air engine. In this year Victor Tatin also produced a four-pound model, which flew seventy yards at a speed of seventeen miles per hour. Just eleven years later M. Tatin produced a large model, twenty feet in width and weighing seventy-two pounds, which flew a distance of from one hundred and fifty to one hundred and eighty yards, at a speed of forty-five miles per hour. These two models were followed by the designing of a Clement Bayard monoplane some few years ago. In 1898 Professor Langley, assisted by Professor Alexander Graham Bell, made an important step in the progress of the science when he made a model the weight of which was twenty-four pounds. This model had four bird-like wings, arranged one behind the other. A one-horsepower motor was installed and the machine was started by a spring from the deck of a boat, which was released at the exact instant of starting the motor. This flew for a mile over the Potomac River.

PROFESSOR LILIENTHAL was undoubtedly the pioneer of the second period. He began, in the year 1891, his gliding experiments with various kinds of wings, in order to discover the best design for efficiency and the proportion between the weight carried and the power necessary to sustain it. In 1894 he built a conical mound, forty-nine feet high and 227 feet in diameter at the base, from which he experimented with his gliders, making successful short flights. At one time, from an elevation of ninety-eight feet, he rose to a height varying from 650 to 980 feet, having an ascending wind in his favor.

Lilienthal died a martyr to his enthusiasm; for one day, during a successful flight in the year 1896, his machine arose suddenly to a height of eighty-three feet and then crashed to the ground, shattering it into fragments. The inventor's spine was broken and he succumbed twenty-four hours later. In the same year, 1894, Sir Hiram S. Maxim, after years of painstaking experiments, constructed in England an aeroplane, the dimensions of which were 104 feet from tip to tip of the main planes. It had a vertical rudder similar to that now used by the Farman and other biplanes. The main planes of this marvelous machine were superposed as those of to-day. The propellers, of which there were two, measured nearly eighteen feet in diameter; the machine was mounted on wheels or skids, as are those of the present time. It was but short-lived, however, being wrecked on the very verge of success.

In 1896 Professor Chanute made and experimented with several gliders similar to Lilienthal's, but later he adopted a method advocated by the English experimenter, Horatio Phillips, who for years previous had been studying the problem of the best form of lifting surface, apart from balance and control. This method was a machine carrying five planes, one above the other; but Chanute later

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The Feminine Experiment with White Wings



A French Enthusiast Ready for Flight.

Madam Franck who is a pupil of Mr. Farman and holds the record flight of 20 miles for a woman aviator.



Their Husbands Are Flighty, but Famous.

Mrs. Glenn Curtiss, Mrs. Eugene Ely and Mrs. Mars watching speed exhibitions at Atlantic City.



More Difficult To Mount Than a Riding Horse.

Although the aeroplane stands perfectly still, there are many wires to crawl through before one is seated.



Taking the Family Out for an Airing.

"Bud" Mars, a famous pupil of the Wright brothers, with his wife as a passenger, making a successful flight near New York.



England's Most Noted Aviator with a Feminine Passenger.

Grahame-White giving one of his spectacular exhibitions at the recent aviation meet at Boston.

reduced this number to two, and so became the father of the modern biplane. In this year (1896) Pilcher, also an Englishman, experimented on Lilienthal's methods, meeting his death in much the same way.

There was then about four years' interval, and in 1900 the third stage began. This was when the brothers Orville and Wilbur Wright started experimenting on somewhat the same lines as Chanute, but fitting their machine with an elevator in front and a rudder at the back, producing a machine practically identical with their present-day plane, with the exception of the motor. In their earlier machines they lay flat on the top of the lower plane instead of sitting upright as now. They designed later a system of warping the planes on which they now depend for lateral stability. In 1902 the Wrights achieved a glide of a hundred yards from an elevation of only ten feet. Captain Ferber, who started experimenting almost simultaneously with the Dayton inventors, also made some good gliding performances in this year.

MM. Archdeacon, Bleriot, Esnault-Pelterie and others began, in 1904, their series of tests which resulted in the well-known French machines—the Voisin, Bleriot and R. E. P. In 1905 MM. Archdeacon and Bleriot carried on experiments over water by mounting their planes on twin canoes. Their previous trials had been made with gliders down the sides of sand hills. They had their planes towed on the Seine by a fast motor boat. One of them flew well, but the other, steered by Voisin, who at that time was working with M. Bleriot, capsized and sank. Voisin was rescued after he had disentangled himself from the wreck. Later he and his brother commenced the construction of aeroplanes and produced the Voisin machines. In 1906 M. Santos Dumont became an aspirant for flying honors with a power-driven machine, using a fifty horsepower, eight-cylinder engine. His machine, of the biplane-box-kite type, had a thirty-nine-foot span. On October 3d of that year he flew two hundred feet

in a free flight, and to him, therefore, belongs the honor of having made the first actual flight in Europe.

The first really long flight was made in Europe, by Henry Farman, in 1907, with a machine built for him by the Voisin brothers. This flight was immediately followed by the late Leon Delagrangé on another Voisin, and by Bleriot on a monoplane of his own make, also Esnault-Pelterie on a monoplane in succession. Rapid progress has been made in the art within the past two years. New companies for the supply of material and engines are being formed almost every day; prizes are being put up by daily papers for the successful competitor in difficult feats, and they are being won. Still there are ever greater possibilities in this aerial scope, which, given time, will without doubt be fully matured, and, continuing through this wonderful age of progression, will assuredly revolutionize the affairs of the world generally.

The Man-Bird.

Reprinted by request.

HIS face is worn with hope deferred,
His eyes are bright and clear
From gazing in eternal space
Beyond our atmosphere.
The hills and valleys here below
Are pigmy to his view,
Since he has traveled starry heights
And endless fields of blue.
He often drops his screws and bolts,
His rivets, wires and springs,
To watch the swallow soar aloft
On swift and tireless wings;
Or see the eagle near the sun
Describe its dizzy arc,
For he is brother to the hawk
And cousin to the lark.

MINNA IRVING.

The First Inter-city Flight.

(Continued from page 316.)

"I bade Mrs. Curtiss good-by and she hastened to board a special train chartered by the New York Times. Waiting until she was aboard, I started my machine and climbed to a height of a thousand feet. It was just seven-thirty a. m. As I rose higher and higher, the beautiful valley of the Hudson River opened up through the early morning mist. The special train seemed a long time in catching up with me, and I had come to the conclusion that it had been delayed, when I finally discerned it some distance in my rear. I started with ten gallons of gasoline and two gallons of oil. When I came down at the Gill farm, at Camelot, near Poughkeepsie, I had three gallons of gasoline left. I arrived at Camelot at eight-twenty-five a. m. and left there at nine-twenty-nine. At ten-thirty-five I came down again at Broadway and 214th Street. At eleven-forty-two I started from there, arriving at noon on Governor's Island, at the exact spot I had previously selected. My actual flying time was two hours and forty-six minutes, an average of 49.6 miles an hour, or faster than the world's speed record.

"They tell me that all along the way people were shouting to me, but I was traveling so fast I could hear nothing, though I remember seeing the West Point boys waving to me. Once during the journey I considered myself in real danger. In rounding Storm King Mountain, just before reaching West Point, a down current of air hit one of my planes and gave me a twister that dropped me forty feet before I could recover my balance. It was the worst plurge I ever got in an aeroplane. Otherwise, after I left Poughkeepsie, my trip was comparatively uneventful until about thirty miles from New York, when I noted the Metropolitan tower in the distance. Almost at the same time I discovered that my oil pump had been working overtime and that my oil was almost gone. If it gave out, I was likely to come down

(Continued on page 323)



Zeppelin's Second Great Dirigible Flying over Berlin.



Storehouse of the "America."

The airship in which Walter Wellman will attempt to cross the Atlantic Ocean. While Mr. Wellman has not as yet won his spurs in the aviation world, his spectacular announcements and preparations have entertained merit.



Ralph Hoxsey

Explaining the mechanism of his machine to Governor Fort, of New Jersey. Governor's Day at the Asbury Park Aviation Meet proved to be one of the most successful social events of the season.



The Wreck of the Aero Express.

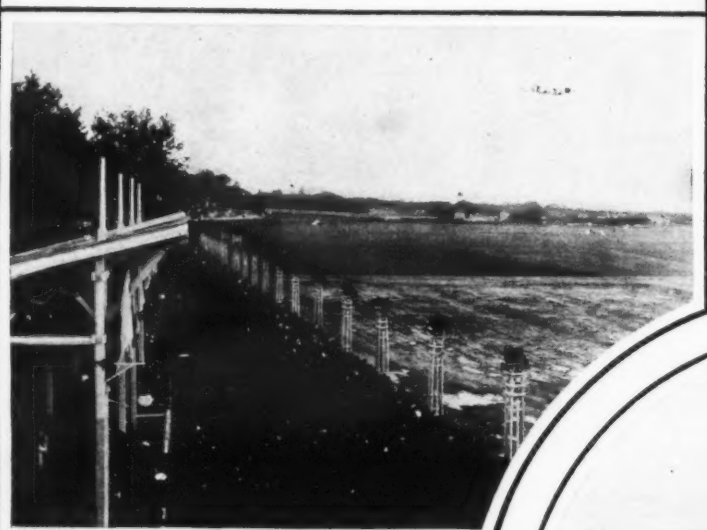
An over-Alps passenger aeroplane helpless on Mount Blanc.



Lieut. J. E. Fickel, U. S. A., Showing the use of the aeroplane in war.

Brother to the Birds.

Legagneux passing over the Cathedral of Amiens, France.



Paulhan Qualifying for the Speed Prize at the Rheims Meet in France.



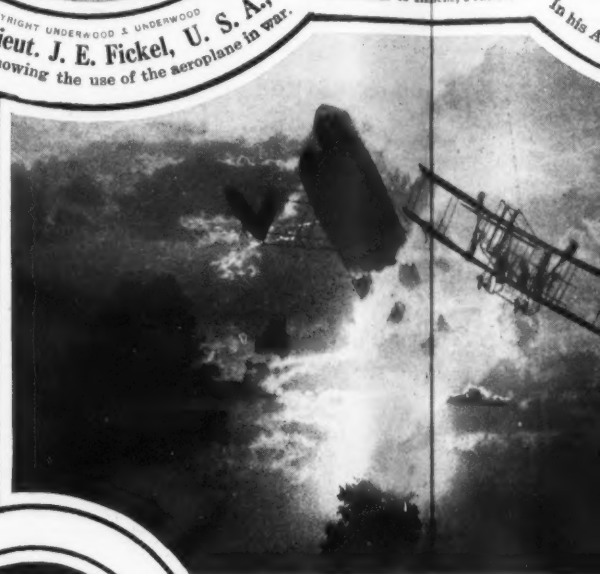
C. Grahame-White.



The Old Scout and the New



Jeannin, The noted French bird-man, at Berlin.



The Battle in the Clouds by Moonlight.

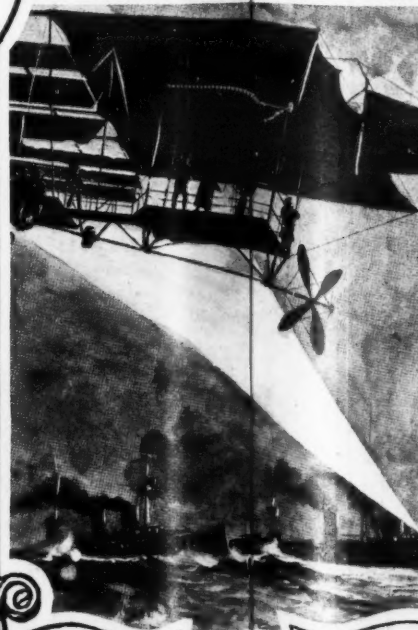
First picture of aeroplanes flying by night.



Hamilton Making an 800 Foot Drop At Mineola, L. I. Hamilton became famous by his dash from New York to Philadelphia and back.



President Taft Congratulating Claude Grahame-White On his feats at the Boston-Harvard meet, where he took four first places and three seconds and won a fortune.



The Menace of the Airship.

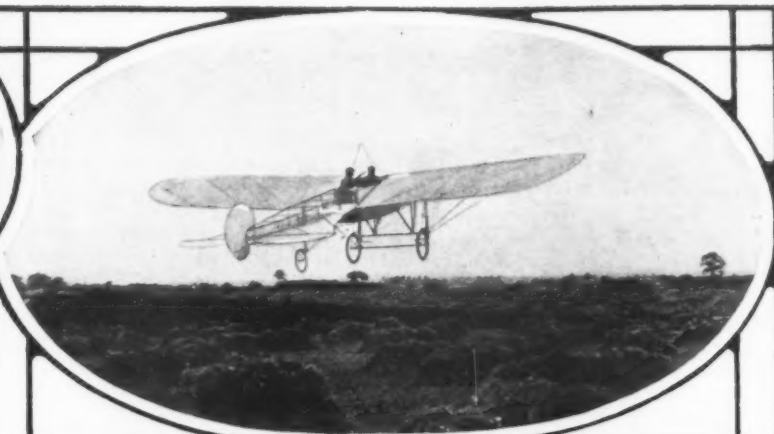
A naval expert states that a \$2,000,000 aeroplane could disable a \$100,000,000 battleship.

THE MOST BRILLIANT STARS OF THE
Aviators of International Fame Who Are Fast Developing the Aeroplane in



Wilbur Wright.

The American aviator, who has brought the aeroplane to remarkable efficiency. The Wright brothers are credited by most experts with being the pioneers in the making and flying of heavier-than-air machines.



Moissant

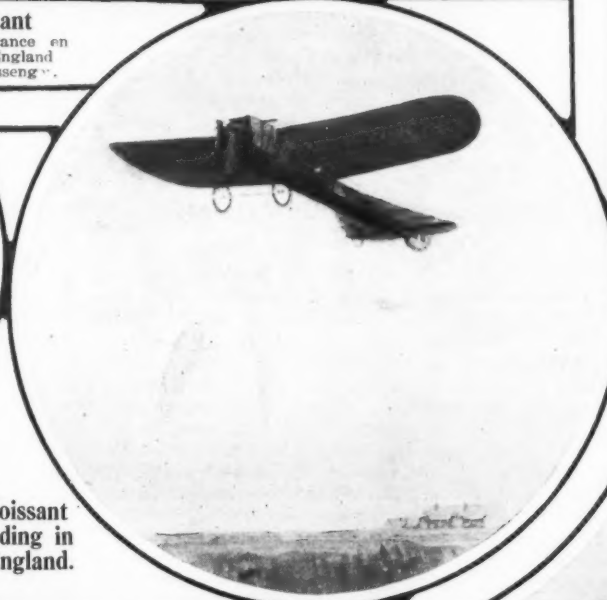
Leaving France en route to England with a passenger.



Johnstone Maneuvering above the Grandstand at the Asbury Park Meet.



Eugene Wiencziers
In his Antoinette at the Berlin competition.

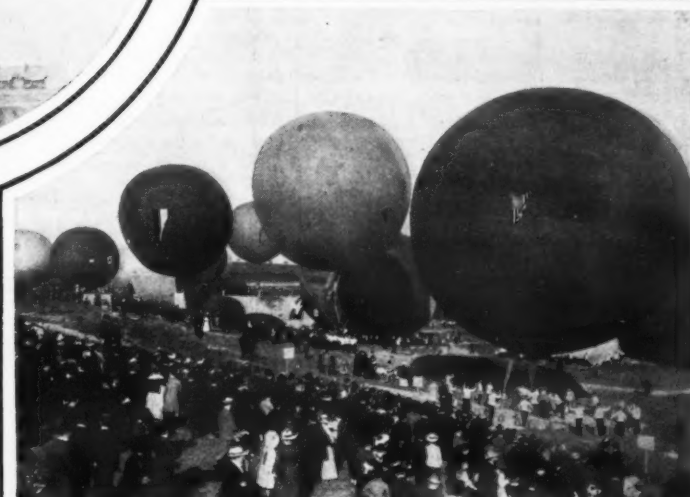


Moissant
Landing in England.

Brother to the Birds.
Legagneux passing over the Cathedral of Amiens, France.

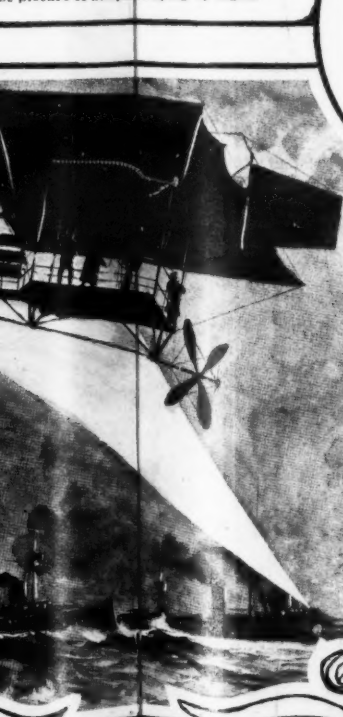


Charles K. Hamilton.



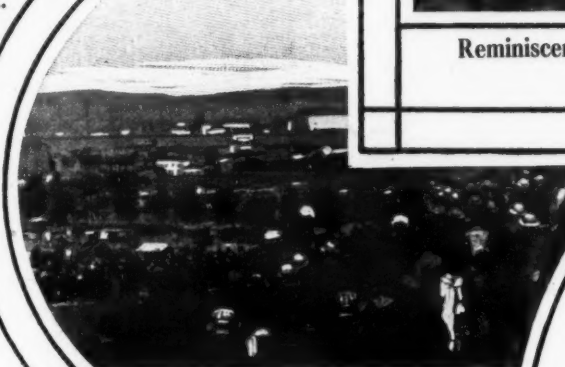
Reminiscent of Other Days. International Balloon Meet at Berlin in 1909.

Picture in the Clouds by Moonlight.
First picture of aeroplanes flying by night.

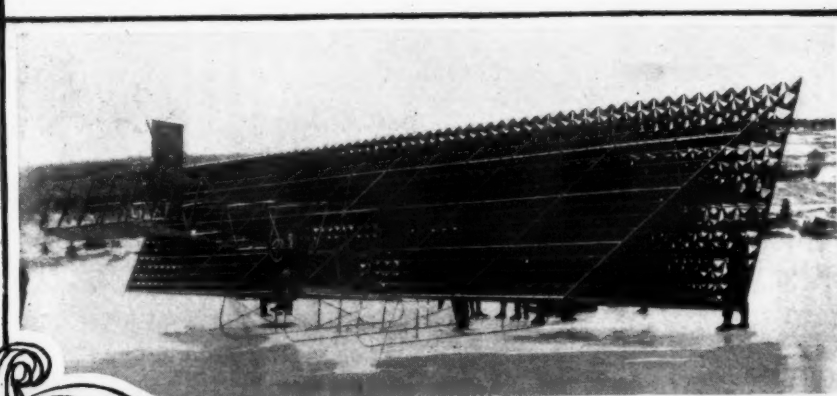


A. Lea Stevens

Inspecting the bag of the "Pommerian."



Watching Altitude Tests at Rheims.



"Sygnet," Alexander Graham Bell's Tetra-hydral Kite.

Many experiments have been made with this unique model, the results, however, have not endangered the popularity of the biplane.



Lincoln Beachey's Cigar.

Sailing around Baltimore's City Hall in a dirigible.

The Menace of the Airship.
A naval expert states that a \$2,000,000 aeroplane could disable a \$50,000,000 battleship.

STARS OF THE GREAT BLUE WAY

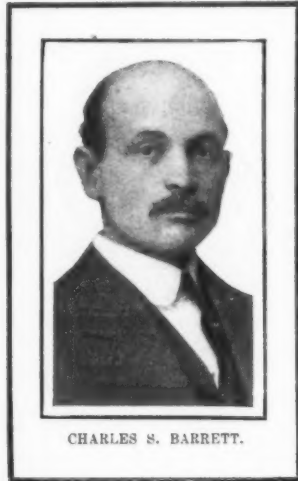
Shaping the Aeroplane into a Practical Tool of 20th Century Civilization.

The Public Forum

The Farmer in Politics.

President Charles S. Barrett, of the National Farmers' Union.

POLITICIANS in general have paid and are paying more attention to the farmer, and that is because the farmer is paying more attention to the politician. Once let the public officer conceive the idea that he is being watched continually by his constituent, and that the latter is carefully comparing promise with performance, and we shall elevate the standard of public service in this country. I have urged upon Farmers' Union members to refuse to let their attitude toward their congressmen be colored by any trivial gifts on the part of these congressmen, the bribery of a petty office for a relative or a cordial handshake from the great man himself. The test of worthiness of continued indorsement at the polls is deeds, not flattery, and that man is a traitor to his country and to his ideals



CHARLES S. BARRETT.

who betrays his fellows by considering a public obligation canceled by a private favor. The time is gone when silver-tongued oratory will corral the farmer's solid vote. The farmer knows a good man from a bad man, and knows that his vote is the one on which both of them depend.

The Cry of the Underdog.

President Rush Rhees, University of Rochester.

ONLY a few win wealth or any great measure of the pleasure and power which it may secure. Think of the dull dejection, the colorlessness of life for those who, making wealth and pleasure their aim, fail to win the game. Our present world is full of the cry of the underdog, the resentment of the thwarted and the sordid pessimism of the disappointed. There is but one thing more appalling than the crude materialism which finds expression in the conduct, the pleasure and the enterprises of many winners of success and devotees of pleasure. It is the bitter materialism of the men who have missed success in their striving for wealth and who by their envy and their bitterness declare that their eyes still see no greater good than the gold which their hands have failed to grasp. A sordid pessimism is an even more tragic debasement of soul than is a sordid boasting in success.

Are We Getting Thoughtless?

Senator Theodore E. Burton, of Ohio.

LAWS have been enacted and placed upon the statute-books which make for bettering the conditions of men, of women and of children. Private agencies and public agencies as well take care of the needy and suffering, yet with all this there is an unprecedented degree of social unrest and carping criticism which rest upon the whole order of things, which has been visited with unusual bitterness upon those who have the responsibility of maintaining the government. In the opinion of some, reform and uplift cannot be advanced unless muck-raking come to an end, for both it and sensationalism are gaining larger hold, I regret to say, upon the public mind. The cause of this is the overwhelming absorption of our people in the development of the great wealth of this conti-

nent. In enjoying this opportunity for material prosperity the people are giving but incidental attention to public affairs. Year by year this attention is growing less, and in view of this a bright epigram or a clever cartoon attracts more attention than an excellent argument, while attractive catchwords are oftentimes effective with the people.

The Groundwork of Prosperity.

Ex-Governor Frank S. Black, of New York.

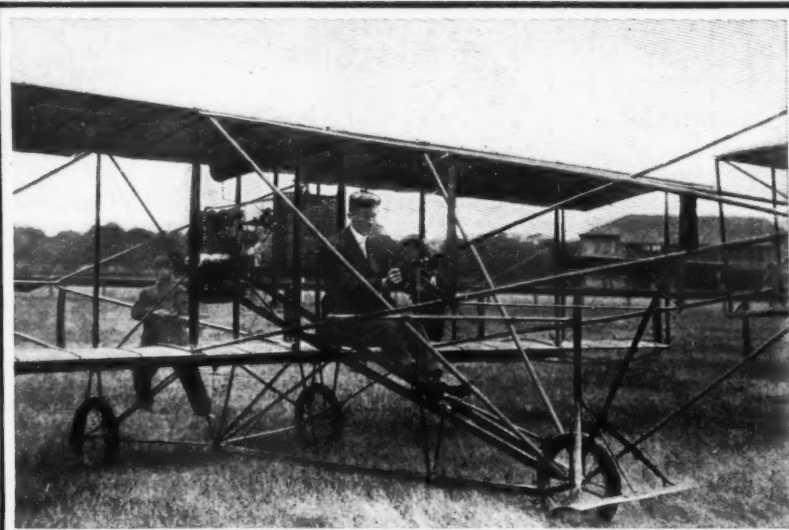
ENFORCING the law will correct abuses and calm the people now so much wrought up. Agitation, too long the order of the day, excites and inflames and breeds that discontent

which makes impossible the highest progress. Millions, in receipt to-day of incomes of which they never dreamed, lose sight of their unmatched prosperity and fix their minds upon the charge repeated on all the winds, that they are cheated and oppressed. This habit is harmful and may become destructive. We had better be cheated sometimes than to believe we are always the victims of dishonesty. Industry and contentment are the groundwork of prosperity and a long life, while idleness and suspicion prevent all healthy growth.



HON. FRANK S. BLACK.

Amateur Photo Contest

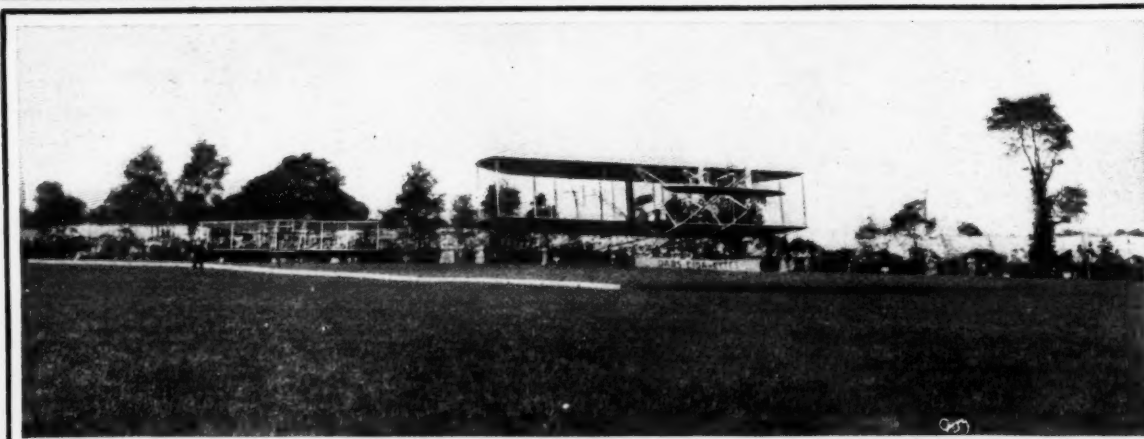


(Third Prize, \$2.) Ready for a Practice Flight.
Eugene Ely in a Curtiss biplane during the Aero Meet at Sheepshead Bay, New York.—H. Aides, New York.

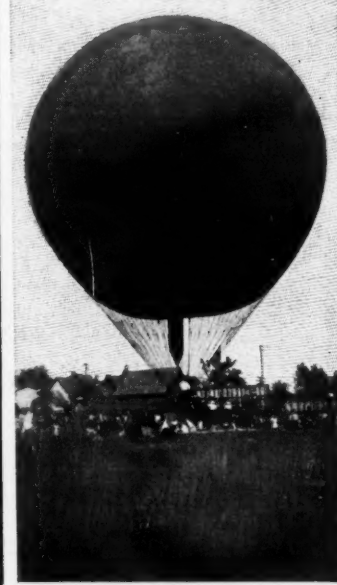


"Back to Earth" for the Camera Man.

Charles Willard posing just after a spectacular flight for an amateur photo enthusiast.
George Caldwell, New Jersey.



(Second Prize, \$3.) At the Asbury Park Tourney.
Ralph Johnstone hovering close to the ground, thus giving the spectators an opportunity to see the engine work.—F. Mabel DeLancy, Delaware.



(First Prize, \$5.) A Wonder of Other Days.
Aeroplane have driven balloons from country fairs.—N. E. Davidson, Omaha.



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An African Lesson in Aviation.

Citizens of Kamerun, a German colony in West Africa, wishing to give the natives an idea of the Zepplin airship, made this model from material close at hand.

Of Interest to Automobilists

New Light upon Timely Motor-car Subjects

By George Sheridan

THE NATIONAL GOOD ROADS CONVENTION.

THE GATHERING of good-roads enthusiasts and experts in highway construction at the third annual Good Roads Convention, recently in session in St. Louis, promises to result in the most complete and widespread consideration and discussion of the roads problem that has ever taken place in this country. Indicating the diversified interests involved in this convention, it is only necessary to state that officers of nine national bodies are represented on the convention committee. The National Grange includes over a million farmers and is particularly strong in New England, the middle, central and Western States. The Farmers' National and Co-operative Union possesses a total membership exceeding two million, located principally in the Southern and Southwestern States. The Farmers' Union has not participated in previous conventions, but, owing to the extensive interest in road building in the South, the subject has become one of paramount importance to this organization.

CUTTING DOWN AUTOMOBILE EXPENSE.

With the growth of the automobile industry, it is natural that inventors and mechanics on both sides of the Atlantic should busy themselves in an endeavor to lessen the expense of automobiling by simplifying the engine. Devices calculated to improve the mechanism of gas and electric cars are pouring into the patent office every day, but less than five per cent. of these have any practical value. An automobile which apparently solves some of the problems now perplexing manufacturers was exhibited a short time ago at the Automobile Club of America, New York, and attracted considerable interest. The car in question was demonstrated by its inventor, W. Irving Twombly, a young mechanical engineer, who has been working for six years on his model. The Twombly car is small, light and simply designed. The consensus of opinion of those who examined it is that its simple mechanism will revolutionize the business of motor-car manufacture.

The engine, which is of extremely small size, light weight and great power, should be of inestimable value to aeronauts, whose chief trouble in solving the problem of air navigation lies in the weight and general clumsiness of the propelling power. Wire wheels are again enjoying a certain amount of popularity abroad, and the prediction is made that before many years they will be in general use everywhere. For a given strength the wire is lighter than the wood wheel.

HAS FAITH IN FIRE AUTOMOBILES.

A novel proposition has been submitted to the board of public safety of Indianapolis, Ind., by W. R. Easterday, of that city. Mr. Easterday proposes to buy twenty or more gasoline hose wagons and rent them to the city at \$1,000 a year each, for use in the fire department. At this price he agrees to maintain the machines and keep them running constantly.



Recent Deaths of Noted Persons.

DR. EMILY BLACKWELL, one of the founders of the first woman's hospital in America, head of the New York Infirmary for Women and Children, widely known medical practitioner, at Chilmark, Mass., September 8th, aged 84.

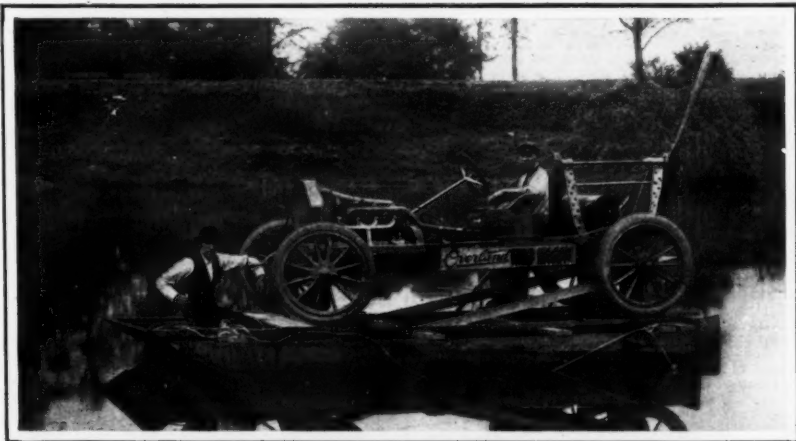
Frederick Gebhard, one of the best known men in New York, sportsman and clubman, owner of many famous race horses, at Garden City, N. Y., September 8th, aged 50.

General Michael Emmett Urell, U. S. A., veteran of the Civil and Spanish-American wars, in Ireland, September 9th, aged 66.

Holman Hunt, founder of the Pre-Raphaelite School of Art, widely known English artist, at London, September 7th, aged 83.

Viscount Arasuke Sone, privy counselor and ex-resident-general in Korea, noted Japanese diplomat and financier, at Tokio, Japan, September 13, aged 61.

Dr. Charles C. Ransome, well-known medical practitioner and specialist, at New York, September 13th.



A Wind-wagon Cattamoran.

This curious craft is not a country ferry transporting an automobile, but is a combination motor boat and motor car. Some weeks ago a wooden propeller was placed in the rear of a test car and pushed it by its own creative force at the rate of a mile a minute. The wind-wagon was later attached to a barge on the White River at Indianapolis and in trial tests defeated every launch on the river. The wooden propeller is the same as those used on aeroplanes and the car weighs 1,800 pounds.

Swift's Silver-Leaf Lard

Kettle Rendered

The Success of Baking Day

Swift's Silver Leaf-Lard satisfies the most particular cooks, because in baking and frying it shortens and crisps, and imparts a flavor to the food. It is the most economical of all shortenings—less expensive than butter—goes farther than ordinary lard—and assures success.

U. S. Government Inspected and Passed. At all Dealers

Swift & Company, U. S. A.

PENNSYLVANIA RAILROAD



Bulletin.

ALL-STEEL TRAINS.

The climax in the use of all-steel passenger equipment is the train composed exclusively of all-steel cars.

The first all-steel trains to be operated on regular daily schedules are the

"PENNSYLVANIA SPECIAL" "24-HOUR ST. LOUIS"

and

"THE PENNSYLVANIA LIMITED"

The first 18-hour train between New York and Chicago, the original 24-hour train between New York and St. Louis, and the pioneer of all "limited" trains, are the first trains to be equipped throughout with all-steel cars.

All-steel trains mean much to passengers.

They mean greater safety, for they are practically indestructible.

They mean additional comfort, for they are heavier and easier riding.

The "Pennsylvania Special" leaves New York at 3.55 P. M. to-day and arrives Chicago 8.55 A. M. to-morrow; it leaves Chicago at 2.45 P. M. and arrives New York 9.45 A. M.

The "24-Hour St. Louis" leaves New York at 6.25 P. M. to-day and arrives St. Louis 5.25 P. M. to-morrow. The "24-Hour New Yorker" leaves St. Louis at 6.00 P. M. and arrives New York at 7.00 P. M. the next day.

"The Pennsylvania Limited" leaves New York at 10.55 A. M. to-day and arrives Chicago 8.45 A. M. to-morrow; returning it leaves Chicago at 5.30 P. M. and arrives New York at 5.30 P. M. the next day.

FINANCIAL

THE question with many investors who bought securities when prices were much lower is **WHEN TO SELL AND WHAT TO DO WITH THE PROCEEDS.**

The advice of experienced bankers should be of assistance. A conservative and comprehensive consideration of the general situation as it bears upon the price of securities is given each week in

THE WEEKLY FINANCIAL REVIEW

which is published and mailed weekly, without charge, to investors interested, by

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(Members New York Stock Exchange)

Bankers, 42 Broadway, New York

Advice by correspondence to individual investors

"Leslie's Weekly" requests you to mention this paper when writing for above Review.

1898-1910

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Branches: 1 East 42d Street; 884 Columbus Avenue.

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We are offering three-year notes, of a Steam Railroad Company, secured by Mortgage Bonds deposited with the trustee, for 140 per cent. of the par value of the notes.

These notes are convertible at par into the bonds on any interest date. Should the holder of the notes convert them his money will be invested for 20 years at 5 per cent.

The notes at our price yield 5 1/4 per cent. if held to maturity, March 15, 1913.

Write for Circular B.

EFFINGHAM LAWRENCE & CO.,
Bankers
111 Broadway, New York.

New Booklet on WALL STREET

WE have just issued a new Pocket Manual for the trader in Stocks and Bonds. Among many interesting subjects described are: "Small Lot Trading," "Short Sales," "Commission and Interest," "Making and Saving the Odd Point," "How to Open an Account," "Know Your Broker," "Turning a Loss Into Profit," "How to Select Seasoned Securities," "Right and Wrong Service."

All these features reviewed from a successful Wall Street Man's view point.

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Market letter by Byron W. Holt sent on request.

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Interest allowed on deposits, subject to check.

By our method of publicity

our customers have the same

knowledge of their broker

that they have of their bank.

QUARTERLY STATEMENT, by certified

public accountants, showing financial condition

of house, as of July 1st, sent on request.

For 35 years we have been paying our customers the highest returns consistent with conservative methods. First mortgage loans of \$200 and up which we can recommend after the most thorough personal investigation. Please ask for Loan List No. 716. \$25 Certificate of Deposit also for saving investors.

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Leslie's

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Persons representing themselves as connected with LESLIE'S should always be asked to produce credentials.

TO ADVERTISERS.—Our circulation books are open for your inspection. TERMS: Ten cents a copy, \$5.00 a year, to all subscribers in the United States, Mexico, Hawaii, Porto Rico, the Philippine Islands, Guam, Tutuila, Samoa. Foreign postage, \$1.50 extra. Twelve cents per copy, \$6.00 per year, to Canadian subscribers. Subscriptions are payable in advance by draft on New York, or by express or postal money order. BACK NUMBERS: Present year, 10 cents per copy; 1909, 20 cents; 1908, 30 cents, etc.

Subscribers when ordering a change of address should give the old as well as the new address, and the ledger number on their wrapper. From two to three weeks must necessarily elapse before the change can be made.

Subscribers to Preferred List (see Jasper's column in this issue) will get current issue always.

The publishers will be glad to hear from subscribers who have just cause for complaint. If LESLIE'S cannot be found at any news-stand, the publishers would be under obligations if that fact be promptly reported. Senders of photographs or letterpress must always include return postage. We receive such material only on condition that we shall not be held responsible for loss or injury while in our hands or in transit.



THE DECEPTIVE MAGNET.

Jasper's Hints to Money-makers

NOTICE.—Subscribers to LESLIE'S WEEKLY at the home office, 225 Fifth Avenue, New York, at the full subscription rates, namely, five dollars per annum, or \$2.50 for six months, are placed on what is known as "Jasper's Preferred List," entitling them to the early delivery of their papers and to answers in this column to inquiries on financial questions having relevancy to Wall Street, and, in emergencies, to answer by mail or telegraph. Preferred subscribers must remit directly to the office of Leslie-Judge Company, in New York, and not through any subscription agency. No additional charge is made for answering questions, and all communications are treated confidentially. A two-cent postage stamp should always be inclosed, as sometimes a personal reply is necessary. All inquiries should be addressed to "Jasper," Financial Editor, LESLIE'S WEEKLY, 225 Fifth Avenue, New York.

NO MONEY is ever made by going into Wall Street on a gambling basis, for in the end the speculator is bound to lose. The chances are all against him. On the other hand, the investor who buys a well-established stock on knowledge obtained regarding its earnings, growth of business and probabilities of paying satisfactory returns on the security, usually makes money. He buys stocks as he would buy any other property. There are as good bargains in Wall Street as there are in any other market. The speculator who wishes to "plunge," just as he would bet on a game of chance, must not complain if he "plunges" in the wrong direction and loses.

Many a man denounces Wall Street for the losses he has sustained while gambling in stocks who would not dare denounce his associates at a card game after he left the table a loser. I do not believe in gambling of any kind. My advice to those who wish simply to speculate in Wall Street is to keep away from gambling, put their money in strictly investment securities and be satisfied with a safe and sure return. The time to do this is when everybody is inclined to sell. The present pessimistic mood of Wall Street, which has continued for a considerable period, suggests that the time is approaching when stocks and bonds can be bought for investment with an expectation that they will yield a fair profit when conditions improve, as they inevitably must.

If at the approaching fall elections there should be sweeping Democratic victories, that result might add to the bearish feeling in Wall Street, because of its fear of a political upheaval in 1912. But I see signs of improving conditions and a greater disposition on the part of investors to begin to accumulate stocks. If we could only have

an assurance of industrial peace and fair treatment of the railways and corporations by our legislative bodies, and if the interpretation of the wretched Sherman anti-trust law by the Supreme Court should prove to be of a conservative character, we might well look forward to a period of decided prosperity, with all that that implies to Wall Street securities. Many are beginning to believe that we have passed through the most severe period of depression and that before the holidays prospects will brighten.

O., Middletown, N. Y.: I certainly do not advise you to buy Gilpin-Orion at two cents a share if you are looking for investment. Printer's ink is cheap. T., Asheville, N. C.: Lots around New York that are given away as premiums cannot be expected to have much value. I have never heard of the New York Seaside Land Co.

W., Springfield, Mass.: New ventures in any line of business where competition is severe must be regarded as highly speculative. Everything depends on the integrity and enterprise of the management.

B., Baltimore, Md.: The proposition of the gentleman who offers for \$3 to show you how you can make \$100 a week and more looks attractive, but do you imagine that if money could so easily be made it would be necessary for him to advertise to get customers for his secret? I do not.

T., Cocoa, Fla.: 1. The business is highly competitive and the fact that promised dividends have not been paid carries its own import. If you can get your money back take it. If you will send your proxy to me I will have you represented at the meeting. 2. The Telespot is still doing business, but I do not look upon it as an investment and have often said so.

B., Spartansburg, S. C.: I simply said that it offered a far better chance of success than many of the highly exploited mining and oil companies which are sending out literature offering their shares at from two cents upward. 2. It would be better to put your money in a well secured stock or bond if you are seeking an absolutely safe investment.

Euclid, Cleveland, O.: 1. Spar Products is an industrial proposition developing a new business. "Safe investments" usually mean the prime obligations of well established enterprises. Until they have reached that stage, no matter how promising, they must have a speculative element. 2. The Autopress is doing a large business and their statement shows that it must be profitable. The capitalization looks high.

Investment, Providence, R. I.: 1. You ought to be able to decrease your income with reasonable safety beyond 4 per cent. 2. A number of bonds including mortgage securities, are offered in the West and the South that will yield considerably more than 4 per cent. Write to parties who make these offers and ask them for literature and bank references. It would pay to make a study of many of these offers. Unquestionably some have merit. Where a well established national bank is given as a reference, you are justified in writing to the reference for such facts as you may care to learn.

G., Atlantic City, N. J.: 1. A statement has just been made to the effect that the American Ice Co. has not had as good a season this year as last with an intimation that about 5 per cent. has been earned on the stock, but that there can be no expectation of dividends because earnings are needed for the business. If this statement is confirmed by the annual report, then your conclusion that American Ice looks reasonably low compared with other industrial is justified. 2. John Muir & Co., specialists in odd lots, at 71 Broadway, New York, are members of the New York Stock Exchange, and buy stocks on the partial payment plan. Drop them a postal for particulars. You can mention Jasper.

(Continued on page 327.)

FINANCIAL

In the purchase of bonds the value of a banking firm to a client depends upon the scope and efficiency of the service rendered and the integrity and experience of the firm.

SERVICE

The service offered by N. W. Halsey & Company in buying bonds is a system of investigation more complete and more thorough than any individual investor could afford to undertake. This service has been built up by years of experience and engages the best legal, accounting and engineering experts, so that a statement that a bond is recommended by this firm means that the purchaser can reach an accurate conclusion as to its safety based on assured information.

The best method of investment in bonds is to deal steadily with a firm like this, getting the cumulative effect of its experience. We can offer you just as great a variety of safe bonds as you could buy by dealing with a number of firms.

Write for latest bond circular No. L-50.

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The Jefferson Trust Co.

Of McAlester, Okla.

Are offering, subject to prior sale, \$18,000 6% Sinking Fund Gold Bonds of the Atlanta (Texas) Gas Company.

These Bonds are in denominations of \$250 and mature in series of four bonds each year, beginning October, 1912.

Send for prospectus and all other information to

W. D. HORD,
334 Fifth Ave., New York.

500 Per Cent. In Two Years

The record of several successful automobile manufacturers. Others have done better. The most interesting manufacturing business of today. Immense demand. Large profits.

While the present opportunity lasts anyone with \$100 and upward to invest may own an interest in an established, successful automobile business, having distinct advantages over all others.

Shares \$10. Easy payments. Chance to obtain runabout free. Write today.

The National Underwriting Company
350 Broadway : : : New York

6% BONDS WITH STOCK BONUS

6% First Mortgage Gold Bonds in denominations of \$100, \$500 and \$1,000, with bonus of one share of the Capital Stock, par value \$50, on each \$100 of the bond issue, equal to 6% additional value of the bonds.

Capital Stock . . . \$500,000
Total Bond Issue . . . \$300,000

The Company manufactures and retails

Incubators and Poultry Supplies.

Factory in Baltimore, Md. Executive offices and largest poultry farm in the world at Brown's Mills, N. J.

Send for Prospectus, Just Issued, to

INTERNATIONAL POULTRY SALES CO.,

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JOEL M. FOSTER, Pres. F. H. DILLINGHAM, Vice-Pres.

Leslie's Weekly

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10cts. We have just issued a 32-page pamphlet on Municipal Bonds, by Frederick Lownhaupt, author of Railroad Bonds, etc., which we will mail to any address for **10cts.**

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THE CALL OF THE EAST

New York State calls for progressive farmers to buy its improved farms, good homes and big barns, at bargain prices. These are not worn-out lands; they raise the best crops, they need many more active farmers to grow wheat, dig potatoes and cut alfalfa. Send now for our free list of best farms in New York and other States. **McBURNIE, STOCKING & CO., 277 Dearborn St., Chicago, Illinois.**

Jasper's Hints to Money-makers.

(Continued from page 326.)

G. S., Brooklyn, N. Y.: The proposition is in the formative stage so that there is some risk in putting your money into it until it has established its commercial value on a stronger basis. Unless you have thoroughly investigated the matter and feel sure of the proposition I would advise you to "go slow."

Banker, Denver, Col.: 1. In some respects the business outlook is better. 2. The market is getting to a level from which an upward movement could be more easily started than at any time during the years. 3. It will pay you to read the Weekly Financial Review published by J. S. Bache & Co., well known bankers, 42 Broadway, New York, for their customers. Any of my readers can have a copy by writing to Bache & Co. for it and mentioning Jasper.

Margin, Troy, N. Y.: 1. Yes, small lots are carried on margin by some of the responsible houses. 2. Warren W. Erwin & Co., members Consolidated Stock Exchange of New York, at 26 Beaver Street, will allow interest on your deposit subject to check, and will buy fractional lots on a conservative margin. Write to them for their market letter written by Byron W. Holt. 3. New York Central around 112 yields about 5½ per cent. It is one of the best of the railroad stocks.

L., New Orleans, La.: 1. The American Tobacco debenture 6s at 106 would yield you about 5 per cent. 2. K. C. S. pref. pays 4 per cent. and is earning considerably more. Around 60 it is an attractive speculative investment. 3. You can buy small lots from one share upward. 4. It would pay you to look over an instructive booklet on Wall Street affairs. Send a postal to Renskorff, Lyon & Co., members New York Stock Exchange, 43 Exchange Place, New York, for a free copy of their Wall Street booklet and mention Jasper.

Business Speculation, Chicago, Ill.: The 7 per cent. cumulative pref. stock with a 10 per cent. bonus of common stock of the Sealship Oyster System represents a business of the largest shipper of bulk oysters in the world. The oyster industry is well established and very profitable. As this company has no bonded debt and makes a remarkable showing of assets over liabilities, its preferred stock, paying 7 per cent. with a bonus of common stock that may ultimately pay dividends also, looks like a business man's investment. The shares are \$100 each. A full statement of the offer can be obtained by writing to Fuller & Co., 40 Wall Street, New York, for their circulars Nos. 90 and 91.

Safe Bonds, Portland, Me.: 1. Bonds that can be recommended as reasonably safe can now be bought with far greater advantage than at any time during five years. 2. For the benefit of small investors, bonds are now being offered in denominations of from \$100 and upward. 3. The safest way would be to deal with well established bankers who make a specialty of investment bonds. 4. If you will write to N. W. Halsey & Co., bankers, 49 Wall Street, New York, for their "Bond Circular No. L-50," it will give you instructive information. Any of my readers seeking first-class investments can write to Halsey & Co. for advice. The firm deals largely in the best investment bonds, including government, municipal, railroad and public utility securities.

(Continued on page 328.)

What They Live On.

If there were no such thing as fashion, half the workmen in the world would lose their jobs.

He Knew What Was What.

Donald—"I'm seeking employment for the vacant laddie's place."

Master—"We must have a boy that is good at figures, as well as possessing general information. What would twenty-four pounds of salmon, at two-pence a pound, be worth?"

Donald—"No' worth a snuff!"
Taken on.

An Enemy in Mid-air.

(Continued from page 318.)

Kelsale, as they bent over the table in examination of the small strips. "Woolfner rubs in along with the airship—speeding up for an overhead attack here or breaking up communications with our Atlantic fleet when war breaks out. There is more at back of this occasional 'wireless' jamming than electrical conditions of the atmosphere. Take my word for it, Mr. Kelsale! The dirigible? Yes, a word in from Culebra—some darkies saw or thought they saw something making eastward again just before dawn."

"Comes from somewhere in the Danish islands, Barneet. But about this?"

"I'll at once send out the telephone call for the foreigner's arrest and report in to headquarters here. He is of medium height, I understand you to say, sir, with gray eyes and a stubby, yellowish mustache. But did you not notice any distinguishing—any identity—marks?"

The commander shook his head. "No, not in my hurry and excitement. Sorry," he jerked out reluctantly. "I don't rem—"

But a stark silence had suddenly fallen on the thronged plazuela outside and the words died on his tongue. For the moment the two men looked in profound amazement at each other. Then Kelsale sprang to the door and flung it open, hearing Binsted's voice in the passage.

The bluejacket brought up before him, flushed and panting.

"What is it?"

The officer's voice cut like a whip into the stillness, to be lost in a burst of dull, deep huzzinga that, strange and menacing, rolled from end to end of the plazuela and adjoining squares.

"Mobilize," exulted the petty officer, husky with excitement. "I thought you'd like to know, sir. 'All seagoing vessels to ship full stores, and 'liberty men' to embark at once.' I have your traps outside."

"Good!" replied the commander.

"Very good! We can't go too soon at 'em, now, hammer and tongs. Take my baggage to the jetty; I'll be down in two minutes. Binsted, did you notice any special marks on that foreigner?"

"A ring I wear ripped open his left cheek just alongside the ear when I struck him. He has a strip of sticking plaster on it now."

"Thanks, Binsted! The police want him for something which is directly bearing on the cause of your scrap with him. I'll let you know at the earliest."

But not till Saturday at noon was the C. P. O. called forward to the lieutenant-commander on the Kansas's lower bridge.

"About that European of yours, Binsted," said the lieutenant-commander. "As well let you know the police were too late. He slipped away on board the Dutch packet for Saint Thomas. Something like the beetle that's up against God Almighty—that's what you are. He has to sing dumb, and so have you."

Eagerness faded from the C. P. O.'s expectant face and the glow from his blue eyes.

"I'm not being put upon as a liar, sir, by any man. I am not!"

Kelsale recognized that here was a man who put self-esteem above all else—a desperate adventurer—to obtain vindication of his character.

"Don't you chew it too much, my man!" snapped the executive officer.

"You'll do yourself harm."

Suddenly both officer and man squinted at headquarters' signal station across the landlocked harbor to starboard, then at the flagship's signal bridge springing into activity.

"We'll elucidate this mystery of the airship now, sir," remarked Kelsale, some minutes later, to the cruiser's captain, as the latter handed back the signal slate to him. "She is settling down to work away in the nor-nor-east."

For that afternoon the vessels of the U. S. A. Caribbean squadron, first division, found themselves proceeding N. NE. and E. in a widely strung line, testing the "atmospherics." Only at irregular intervals were the wireless communications from the Atlantic fleet getting through in continuity. Toward late afternoon communications with Admiral Chadwick were restored for some time, then again were interrupted.

"Blocked again!" snapped the Kansas's commanding officer to Kelsale, as

he stepped from starboard on his high upper bridge, where the haze bleared the sight. "Confound this thickness coming down again! Ouch! It almost does seem as if that mythical dirigible is around."

"Mythical?" repeated the lieutenant-commander.

"Yes, mythical," grunted the disbelieving commanding officer. "I for one think it all talk. What really is breaking up our communication is either the higher voltage the mailboats are using or electricity up topsides."

But Kelsale was staring aloft incredulously.

There, topmost of lookouts, Binsted was perched on the upper mainyard, where a clearer view was obtainable through the thinner strata of haze. Driven by the heavier gusts, the haze rolled down thicker, like shadowy gauze, or fell away into sweeping concavities studded with illusionary peaks and bastions. More than once, Binsted, almost deluded by some wraith-like prow of it looming forth, had with difficulty forbore hailing the sighting top below, to mark the phantom outline dissolve into the surging fogscape. In an eddy of the breeze there swirled up great volumes of gas and fine scoræ belched out by the unseen funnels beneath. Binsted, cursing vindictively, clung desperately to his swaying perch, almost overcome by the stifling fumes. Choked and half-stupefied, he held his breath and closed his smarting eyes. When he opened them, a few seconds later, the gusts of wind had thinned the upper haze as though a wide lane were opening in it. His heart suddenly jumped—at no mysterious snout looming out, but to the faint throb of aerial engines. Swiftly growing louder, it drowned the faint pounding of the cruiser's engines below.

Binsted was aware of some one shining up from the sighting top below in answer to his hail deckward. But he himself had drawn up his legs from under the yard and was standing on it, while he strained ears and eyes to their utmost in the direction of the fast-traveling sound. As he clung to the tapering steel mast, his body swayed to the motion of the vessel beneath when the heavy swells caught her on the beam. There shot into his view the great hexagonal nose of an airship that was steering west on a diagonal across the cruiser's course. Even as the C. P. O. picked out the dirigible amid the further haze, she swooped down into the clearer air to secure foolhardy observation; then, as suddenly tilting her blunt prow with its truncated biplanes, she soared upward and past to heightened clatter and hum of her motors.

Not the "aerial" dangling from the car suspended forward, but sight of a face there—a strip of sticking plaster close to the left ear—set Binsted's brain on fire. The torrent of his hatred dashed aside all common sense. The cruiser swayed as the dirigible more rapidly slanted upward and across her course; and in her oscillation to starboard Binsted hurled himself in fury through midair. His was the sublimity of hatred in a savage who hurls himself, cursing, at the moon. By a finger's breadth his outspread right hand caught hold of the port after-stay of the framework supporting the after-car, and he swung through space, the aluminium alloy bending to his weight. Under it the airship had suddenly tilted on her port quarter. Her mechanic, who had sprung to the side of the car, was tossed out with irresistible momentum. Headfirst he fell into the abyss.

As the midshipman from the cruiser's sighting top hoisted himself on to the upper yard, he beheld this body, grotesque, awful, in its descent, and then a dim figure climbing monkey-like into the after-car of the vanishing dirigible. The stark amazement in his hail to the bridge found echo there.

Binsted, breathing heavily, drew up his knees one by one, then slid forward on his stomach into the car, down into the narrow space alongside the whirling motors. Their hum roared deafening in his ear. The power of thought was restored and his situation came home to him with terrible suddenness, but in the rebound of his hatred it was rendered devoid of any sickening reaction.

Cautiously he crawled out of the neighborhood of the free escape valves that, discharging into the air at a safe distance beneath the car, appeared to be vomiting constant flame. His senses, though obsessed by his deadly purpose,

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were preternaturally keen and alert. A projecting stud in the framework of the car had torn a broad flesh wound in his left temple, but he was as unconscious of any pain as of his gory cheek and chin. Unsteadily he rose to his feet, for the airship was jolting through a cross current from the southward. He grabbed at the forward port stay by the gangway to keep his balance.

Out of the passage of oiled silk, stretched on a light framework between the cars, stepped the aviator, on to the few feet of gangway. Anger was on his gray face. "Schwartz!" he boomed indistinctly, above the motors' throb-throb-throb. But even as amazement ridged his face, Binsted's right fist shot out and the aviator went down like a felled ox beneath the sledgehammer. To the impetus of his tumble the dirigible heeled in her flight; his body slid over the narrow platform and dangled head down, the blood dripping from nose and ear into empty space. But without pause or backward look the bluejacket gained the covered gangway. At its other end his eye caught sight of Woolfner in the fore car, outlined in the haze as he bent over the wireless apparatus sheltered by its oiled-silk canopy. An expression of brutish fury contorted Binsted's face.

The airship, delicately poised in her equilibrium, swayed erratically to his hasty steps, but he was unaware.

Woolfner had unstrapped the microphones from his ears, adjusted the forward stability plane, and, gesturing in anger and irritation, was coming aft. Suddenly he halted as the bluejacket passed the window let in amidships. He stepped back, hunched his shoulders together, as if a knife was already tickling his spinal column.

"In God's name! American! You!" he whistled, between clinched teeth. In his narrowed eyes was the look of one seeing the last judgment.

The C. P. O. leaped upon him with the fury of a madman.

Woolfner, startled out of self-control, jumped instinctively backward, lost his balance in the wild gyrating of the aerial craft, and crashed sideways through the flimsy wall to starboard.

(Continued on page 330.)

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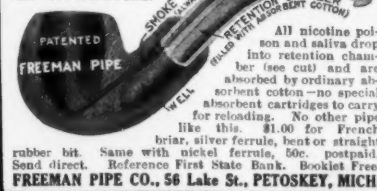
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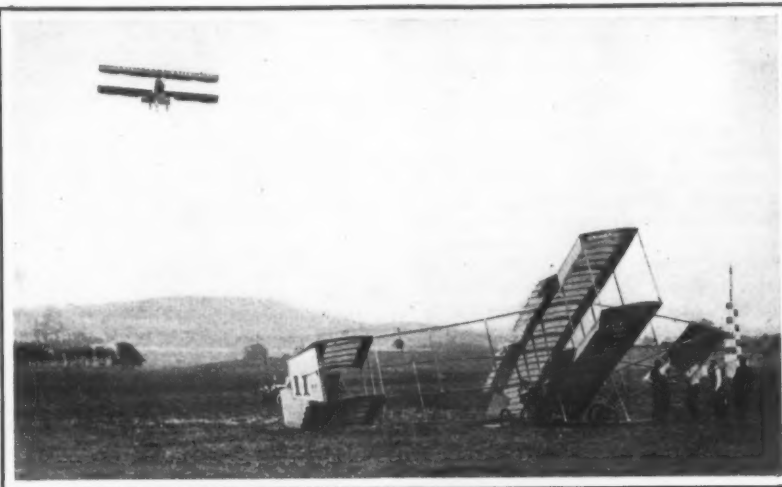
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Chappel flying over Dickson's wrecked biplane during the recent aviation meet at Lanark, Scotland.

Jasper's Hints to Money-makers.

(Continued from page 327.)

Farmer, Elgin, Ill.: I know of no such list issued by the federal government, but a free list of farms for sale in New York and other States can be secured by dropping a postal to McBurney, Stocking & Co., 277 Dearborn Street, Chicago, Ill.

Seven Per Cent., Boston, Mass.: The 7 per cent. profit stock with a bonus of 25 per cent. in common stock in a well-known industrial corporation is being recommended to their customers by Farson, Son & Co., members New York Stock Exchange, 21 Broad Street, New York. The investment is fully described in "Circular G." You can obtain a copy by writing to Farson, Son & Co. for it.

Teacher, Newark, N. J.: 1. Southern Pacific pays 6 per cent. and at the present price would yield a little over 5 per cent. 2. With \$200 you could buy five shares on a margin. 3. To learn how to open an account in Wall Street, look over the new pocket manual issued by Leavitt & Grant, members Consolidated Stock Exchange of New York, 55 Broadway, New York. It refers to a number of interesting subjects. Any of my readers can have a copy without charge if they will write to Leavitt & Grant for it.

The First Inter-city Flight.

(Continued from page 321.)

quick and hard. I saw I couldn't reach Governor's Island, as I had intended, so I began to search for a landing place. Passing opposite the mouth of Spuyten Duyvil Creek, at 214th Street, I saw a knoll where I could land, so I circled back and came down there.

"I had landed in the limits of New York City. I had won the World's \$10,000 prize—and there wasn't a soul there to see me do it! Some boys came running up from a motor-boat club and quickly supplied me with oil. I knew a crowd would be awaiting me at Governor's Island, so I decided to continue my journey. I wanted to get my aeroplane over to the aerodrome there, at any rate, and flying seemed to be the easiest way to get there. At Governor's Island I descended just in front of the aerodrome. General Bell, the commandant, and a group of officers were there and received me most graciously. William A. Johnston, of the World, who had planned the flight, was there also, and conducted me to the offices of the New York World, where, within an hour or two after I had landed, a check for the \$10,000 I had won was presented to me. It was gratifying to me to notice the general effect resulting from the flight, and especially to find that aviation in general had been benefited through the offering of \$100,000 in prizes for aviation feats, especially inter-city flights.

"Two years ago the Albany-New York flight seemed an impossibility for an aeroplane. Now no one questions the practicability of much longer flights. The trip from St. Louis to New York—one thousand miles in one hundred hours—for which the New York World and the St. Louis Post-Dispatch are offering a prize of \$30,000, undoubtedly will be made. The liberality of the terms, permitting the aviator to select his own route and to make as many stops as he finds necessary, provided he finishes within one hundred hours, insures the success of the flight. A thousand-mile flight in 1910 will be a great achievement. What we will be doing in 1920 in flight is hard to say."

Life-insurance Suggestions.

TO SAFEGUARD a business enterprise is just as much a legitimate use of life insurance as to safeguard a home. More and more does partnership insurance play an important part in modern business. A life-insurance policy cannot take the place of a father, but it can, in case of his death, supply the daily bread of the family; similarly it cannot bring back to life



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Sending the First Wireless Message from an Aeroplane.

Dr. C. F. Everitt, surgeon of the First Company Signal Corps National Guard, sending a wireless from the Curtiss aeroplane at Sheepshead Bay, N. Y.

the deceased partner, but it can keep up the credit of a firm and can supply the necessary funds to continue the business.

I am greatly impressed by the words of the late C. F. Clark, who, it will be remembered, was formerly president of the Bradstreet Company: "Beyond a doubt corporation insurance strengthens the credit of the firm adopting it. The increased confidence which it establishes is recognized in the mercantile community and is thus reflected through our reports."

There is not the moral duty to protect a business house that there is to protect a home, but there are good business reasons why one should.

G. Marietta, O.: I prefer a stronger company and would regard the concern with favor only for temporary benefits.

E. Chicago, Ill.: The Federal Life of Ontario was organized in 1882. It is not a large company and according to a recent report is not very rapidly increasing its business.

L. Chicago, Ill.: The North American of Newark has only been established a couple of years and has hardly had an opportunity to reveal its possibilities. My preference would be one of the older companies.

B. Kittanning, Pa.: You have not been fairly treated, as you state the facts, but the association will no doubt claim that you should have read the paper you signed and that you cannot make a plea of negligence. It might be well to consult an attorney.

Y. Lewistown, Mont.: 1. The Postal Life has been but recently established. I prefer a stronger company. 2. The American Temperance Life Association is an assessment organization. I do not believe in assessment insurance except for temporary benefits because no one ever knows how heavy the premiums may be in the later years of life, and that is an important consideration.

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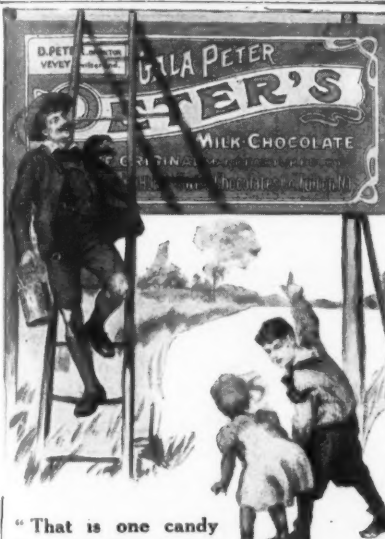
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Through the Opera Glass.

(Continued from page 317.)

baron who calls to see her. The third act shows the son returning to his aged parents. After being forgiven, he leaves them to become a soldier.

The homely scenes of family life, the love scenes between Pierrot and the girl, their quarrels and reconciliations and the comedy acting between the girl and the baron were exquisitely done. One of the cleverest bits, quite aside from the main story, was the conversation between Pierrot and a fly, which he caught because she persisted in alighting on the face of the sleeping Phrynette. The fly, which he held close in his hand, told him that she had a family of little flies at home and begged that her life be spared. After considerable parleying, terminating with the release of the fly upon her promise to be good, there was a burst of applause from the audience, partly because of the skill and daintiness with which the story was told and partly because of the whimsicality of the story itself.

More lavish than ever, if that were possible, is the new production at the Hippodrome.

Gorgeous Production The entertainment at the Hippodrome, comprising the usual

triple bill, offers a variety extensive enough to suit almost every taste. If one does not like singing and dancing, he has only to wait and he will have offered in turn a miniature circus, with trained elephants, trained lions, a group of bears, including a half dozen baby bears, acrobats, strong men and circus specialties galore. If he tires of these he may read his program for five minutes or so, and when he looks at the stage again he will behold Niagara Falls in full action, with several hundred fantastically garbed Indians dancing in the twilight at their base; or he may see a yacht race, with full-grown yachts sailing at top speed across the stage. In addition to the yacht race, there is a wreck, with the ocean piling up waves and dashing the foundering boat about like a cork.

The management at the Hippodrome believe in giving you your money's worth when you patronize their theater. After sitting through entertainment enough to furnish any other two theaters with a program, they start in again and offer you a brand-new one, consisting of an earthquake, billed as a spectacular melodrama in five scenes. The latter is the most wonderful spectacle of its kind that has ever been produced on the stage. There may be just a little too much dancing of the Indians and too much singing by singers whose voices fail to reach far over the footlights, but, taking it all in all, the stranger who is enjoying the sights of the city cannot say that he has seen the city unless he visits the Hippodrome, which is in a class by itself. Native New Yorkers attend the annual opening of the Hippodrome just as regularly as they attend the opening of the circus when it plays at Madison Square Garden. Since circus people call New York the best show town on the map, one can gather some idea of what that means.

The Aeroplane Girl.

SHE has stolen the blue
Of the clear summer skies
And the light of the stars,
For her beautiful eyes;
And dressed in brown leather,
In clear, sunny weather,
Through infinite spaces
She circles the skies.

She has tucked out of sight
Every ribbon and curl,
With a smile all a-dazzle
Of ruby and pearl;
She races to swallow,
And dares us to follow,
The fearless and frolicsome
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A Sympathetic Strike.

"The human hair workers' union is on strike in New York."
"Huh! Now I suppose they'll try to call out the switchmen."

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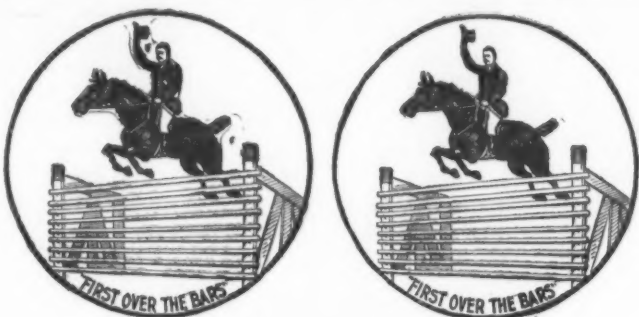
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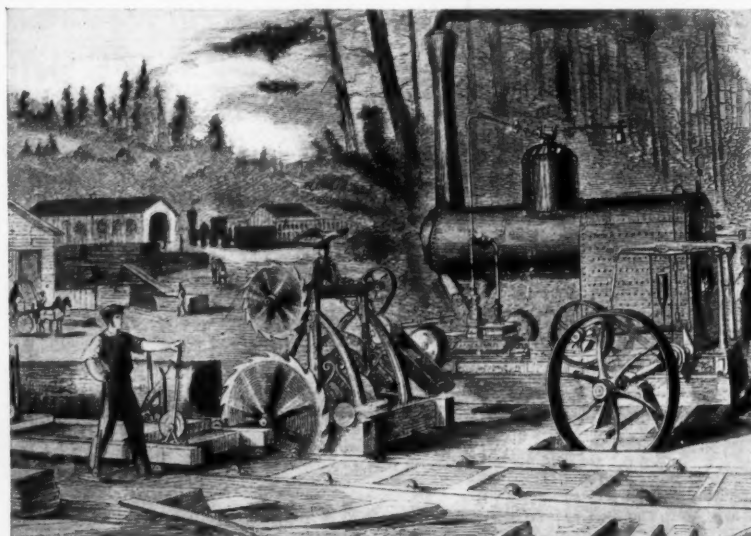
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An Enemy in Mid-air.

(Continued from page 327.)

In a desperate grab he clutched the framework, but it tore asunder under his weight and he fell out into midair. His right ankle caught under one of the thin steel ribs forming the main superstructure, and he swung in the abyss of space, his arms working wildly. Crazy he tried to reach the under-stays, but the balloon ship reeled to his plungings. Harsh, guttural cries of despair rasped from him. Above, Binsted leered through the wreckage, evil swelling on his face.

"Yah! Come to your proper end, Mister Woolfner!" he jeered derisively, excitement hoarsely flexing his voice. "You that downed me! You don't jamb our wireless any more—you don't! I'll heave you off!"

He leaned down and thrust out his hand to hurl Woolfner downward. But as his fingers touched the imprisoned ankle, he paused and stared into the gray void of fog beneath his feet. Like some sound of strange, far-off life, the faint droning of a siren had taken his ear.

"That's us!" he grunted. "Drowning's too good for this spy."

The bluejacket twitched Woolfner's ankle free, but ere he could release his fingers, the great sausage-shaped envelope overhead, caught in an oblique wind current, was thrust down a-slant on its left side. Cat-like, Binsted clung with hand and feet, to escape being thrown through the wreckage, and with his knees and left hand stubbornly held up Woolfner by his limb. Almost instantly the dirigible recovered her trim.

"American, you have saved my life," panted the Continental, when, a few seconds later, he lay safe on the deck of the covered gangway, his face ghastly livid. "I shall never forget you."

"Think so? I haven't finished with you," the navy man jerked out savagely, instantly pinioning his arms with the slack of a handline. "Dead or alive, it's you I'm having."

"Not finished with me!" repeated Woolfner, struggling impotently against his bonds.

But the bluejacket gave no reply. Only a sound, brutal, inhuman, escaped his lips. Woolfner eyed Binsted anxiously as from the bosom of his jumper he withdrew his jackknife. Sweat beaded his face. His nostrils stood out and quivered. His whole being rose in revolt at such an abominable death.

"My God! This—you have saved me for this!" he cried passionately, his voice rising into a shriek, shriller than the motors' strident hum. "All the information I did get at the San Juan station your officer does find; I work to tap the wireless, and you come from where the devil knows! You save my life; it is but to butcher me!"

With implacable countenance the navy man shifted the jackknife to his right hand. He bent over him in an obsession of hatred. Through the haze, now piling downwind in obscure clouds, a siren again hooted weirdly, others answering near and afar. The sounds of "U. S." struck more than the tympanum of Binsted's ear. They struck the chords of that splendid manhood which, strenuous, self-abnegating, mounts as a life artery through the personnel of the American navy. A convulsive movement shook Binsted. His inflamed face twitched like that of an epileptic's. Woolfner, in a stupor of conflicting emotions, saw him slowly swing up the stays toward the great envelope. There came sounds of ripping, of rending cover, and the hiss of escaping gas.

The airship sank by her prow, gradually, softly.

When, just on sundown, the Kansas picked up her C. P. O.—even as she and consorts were abandoning the seemingly hopeless search—he was clinging to the balloon's after tip, which was floating intact, supported by its gas cells. He was speechless and well-nigh unconscious with fatigue, but his jaw was firmly set.

Lashed to him was the spy. "Yes," said Kelsale, in reply to his commanding officer, as from the upper bridge they watched the rescue through the faint haze still smuring the air, "this should send Binsted far up the roster for promotion. Glad he has gotten his vindication. Yes, a man with a singular sense of self-esteem, he has ended that dirigible's career in a very remarkable manner!"

Binsted had done more. He had won his vindication with honor.

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Jasper's Hints to Money-makers.

(Continued from page 328.)

Safety, St. Louis, Mo.: Short-term railroad notes
that are entirely safe can be bought to yield between
five and six per cent. Effingham Lawrence & Co.,
bankers, 111 Broadway, New York, are recommending
to their customers a three-year convertible note
yielding 5 1/2 per cent. if held to maturity or convertible
into a 5 per cent. bond of high class. Write to
Effingham Lawrence & Co. for their "Circular B"
describing these notes and bonds.

Bonus, Chicago, Ill.: The 7 per cent. guaranteed
preferred stock offered by Farson, Son & Co., 21
Broad Street, New York, to their customers with a
bonus of 25 per cent. in common stock was taken
up so quickly that no more is offered. The same
firm is offering the 6 per cent. guaranteed gold
bonds of the George W. Jackson, Inc., on a basis to
yield 5 1-2 per cent. These are a first obligation and
Farson, Son & Co. strongly recommend the bonds to
their clients. Write to the firm for their "Circular
B" descriptive of this security.

Chance, Rochester, N. Y.: 1. The preferred stock
of the U. S. Light and Heating Co. pays 7 per cent.
and sells between \$7 and \$8 on the curb. The com-
mon, which has recently risen from \$1 to \$1.75 per
share, does not pay dividends. These look like a fair
speculation among the low-priced industrials. 2.
Active and inactive stocks, listed and unlisted can
be bought or sold through Pincus, King & Co., 50
Broadway, New York. They invite correspondence
from my readers.

F. Elmira, N. Y.: 1. I do not advise the purchase
of the stock of the new insurance company. There
seems to be a craze for the creation of new insurance
companies. The result of such crazes is usually
disastrous. 2. As a beginner you will be interested
in a free booklet on "Fractional Lots" that J. F.
Pierson, Jr. & Co., members N. Y. Stock Exchange,
74 Broadway, New York, are sending to their custo-
mers. You can have a copy if you will write them
for it and mention Jasper.

NEW YORK, September 22, 1910.

JASPER.

A Uniform Paper Currency.

FOR MORE than a year the Treasury
Department has been considering
a plan for the systematizing of
the designs on United States notes and
gold and silver certificates; also, a re-
duction in the size of paper currency.
There are now no less than nineteen
miscellaneous portrait and historic de-
signs upon the current issues. The
plan is to reduce these nineteen designs
to nine, selecting the portraits with
some reference to the importance of
their subjects in American history, and
using the same portrait on one denomi-
nation throughout. The faces would be
placed in the center of the note and
would enable the holder to determine
the denomination at a glance. Treasury
officials have been at work on the de-
tails involved in the changes. Secre-
tary MacVeagh expresses himself as
hopeful that the public will recognize
the economies and advantages which
would result from the use of a smaller
currency. The present size is 3.04
inches wide by 7.28 inches long. The
reduction would leave the notes 2 1/2
inches wide by six inches long—the
same size as notes used in the Philip-
pines. From the point of view of
economy in the United States treasury,
the government would save from the re-
duction more than half a million dollars
a year. The economy would be gained
from various sources; five notes could
be printed where four are printed now,
and the increased production would be
twenty-five per cent. more notes with
the same labor as at present. The sav-
ing in the cost of paper would be more
than \$90,000 alone, and the decrease in
the cost of plate printing would amount
to almost \$270,000. The advantages to
be expected from the proposed uniform-
ity in design and reduction in size of
the national banknotes as outlined by
Mr. MacVeagh are:

1. Uniformity with United States
notes and certificates, thus making all
paper issues in circulation of the same
size, with the same portrait for iden-
tical denominations.
2. Reduction in the force of the office
of the Controller of the Currency in re-
ceiving currency from the Bureau of
Engraving and Printing in its ship-
ments to the banks.
3. Reduction in vault space required
by the Controller of the Currency be-
cause of the diminution in the size of
the notes, and the avoidance of the ne-
cessity for the Controller of the Cur-
rency to carry a reserve supply for each
bank, as his stock would be common to
all banks.
4. Saving of a large number of sheets
which are held ready for issue, but
which are canceled because the banks
for which they are prepared go into
liquidation. This estimate was 654,000
sheets in the last fiscal year. At present
the treasury has to keep a reserve
stock of notes always on hand for each
of the seven thousand active national
banks. The proposed plan would result
in an estimated saving of \$40,000 a
year.
5. Reduction of force in National
Bank Redemption Agency through prob-
able elimination of assortment by char-

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Sporting Gossip

By Ed. A. Goewey



HERE is a little tale regarding one of the recent games in the metropolis between the Giants and Pirates, and Johnny McGraw's old

theory that playing for the percentage of chances in a baseball game is the secret of success was more than proven when a little advice from him to Wiltse in the second inning put the Giants on the road to a victory, which afterward developed into a slaughter, and put the Pirates absolutely out of the game.

THERE were three on bases and two out and Leifield had given Wiltse three balls and one strike. It was pretty certain that Leifield would put the next one over and Wiltse glanced inquiringly at McGraw.

"Shall I hit at the first good one?" Wiltse asked.

"Let it go!" shouted McGraw. "Get yourself in the two-three hole."

By that McGraw meant that the batter would be far better off with two strikes and three balls on him than one strike and three balls. Wiltse let the pretty strike go by with regret, but a minute later he saw the idea. McGraw ordered all the runners to start with the pitch. If Wiltse got a base on balls they would all be safe, anyway, and if he struck out it made no difference. They had all to gain and nothing to lose. They were all off as Leifield drew back his arm.

Wiltse slashed a little grounder toward Wagner, but the noise of so many runners confused the mighty Hans and he fumbled the ball just long enough for Wiltse to be safe at first. On account of the flying start two runners crossed the plate and that started New York on the road to victory. If Wiltse had hit at the ball when he only had one strike on him it would have been impossible to have scored more than one run, as the runners could not have taken a flying start. Again, but for the flying start Wagner could have thrown one of the runners out at second.

"A little thing like one strike or a ball may not seem like much," McGraw is quoted as saying after the game, "but you can see that it pays to keep your eyes open for just such chances. By getting Wiltse in the two-three hole we had all to gain and nothing to lose. That, according to my way of thinking, is the time to take chances."

The above is an instance of "some ball playing."

At just about the same time the Superbas played a game with Cincinnati, in Brooklyn, that developed a crisis and brought forth a demonstration of how baseball should not be played.

In the second inning, with the score standing 1 to 0 in favor of the Reds, the Brooklyn got to Suggs and began to do business. Dalton and McElveen scored, and, with only one out, Stark

and Berger were waiting impatiently on third and second for some one to keep up the good work and sew up the game by bringing them home. The next man to come to bat was Pitcher Burke, a raw recruit from the Texas League, who had been twirling miserably. Of course any one other than Manager Bill Dahlen would have put in a good pinch hitter, tried to grab off a few more runs and then continued the game with another twirler. But not Bill. Nay, nay! Why should a manager work out a scheme or two to have his club win? Bill kept Burke in and he promptly struck out, and the man who followed him was thrown out at first. That was the finish of the game. The Brooklyn were apparently disgusted and the Reds easily piled up enough runs to win out 7 to 2. Mr. Burke's work for the eight innings he pitched was fine and greatly pleased those present—not! He passed ten men, had two wild pitches, made two errors and was pounded for nine singles and two doubles. Owner Ebbets has announced that Dahlen has made good, but he's the only man I know of who thinks so. The work of the Brooklyn time after time this year has been of the absolute "bonehead" variety, and that is the reason why the Superbas to-day are in next to last place and still slipping. And, to make it worse, there are some fine players on the Brooklyn team, and, I believe, properly handled, would have the club up at the top of the second division, at least. Personally I think McGraw is one of the best baseball generals I ever saw, and to me Dahlen is the opposite. Oh, for a return to the days of Kelly, Daley, Keeler, Donovan, Sheppard, etc.!

ARTHUR IRWIN, the Yankees' star scout, has picked the Cubs to defeat the Athletics. Practically all the other big baseball men stick by their own league representatives.

In St. Louis, on September 16th, Umpire "Silk" O'Loughlin gave a close decision in favor of the Yankees, whereupon the entire New York team nearly swooned. Such a departure from precedent is worthy of being noted as a historical landmark.

Jim Jeffries's brother Jack is going to open a gymnasium in Australia, where he will handle many of the boxers Hugh McIntosh will star there.

See that Pitcher Dick Rudolph, of Toronto, drafted by the Giants, recently pitched a ten-inning, no-hit game and another one of nine innings in which he allowed but one hit. Hope he'll make good for McGraw, as the Polo Grounds' pitching outfit is a rather sad-looking affair. Even the mighty Matty has received his bumps this season.

MAJOR league ball players are drawing up a "bill of rights" to present to the powers of organized baseball at their next meeting. The claims of the players may be classed under these five different clauses:

1. A clause in contracts declaring them "free agents" after playing in one city for a limited number of years.

2. In case of dispute between player and club owner over the size of the player's salary, a board of arbitration to pass upon the case.

3. Representation on the National Commission.

4. Six months players' contracts to terminate at the end of the league season, or compensation for twelve months of service if club owners insist on that time for their contracts.

5. Freedom to play ball or engage in athletic sports with teams other than those in organized baseball after the American and National League seasons are over.

I have a bird's-eye view of the baseball magnates granting these requests. Russell Ford, of the Yanks, and "King" Cole, of the Cubs, are the sensational young pitchers of the 1910 season. At this writing Ford has won 21 and lost 6 games. Cole has captured 17 of his 21 games. Wheat and Daubert of Brooklyn, Snodgrass and Drucke of the Giants, Collins and Gardner of the Beaneaters, and Vaughn of the Yankees are also among the comparatively newcomers who have won high honors this season.

"Ted" Coy, last year's All-American fullback, and selected by many as the best man in this position Yale ever had, will be the head coach of the team this year. In an interview regarding the new rules Coy said:

"Yale will lose many of her stars through graduation, and it will be a much lighter task to teach the new game to men who have never played on the 'Varsity. The player who has taken part in

football contests under the old rules will have much to unlearn before he can begin to imbibe the new order of things."

In 1908 the Yanks finished the season in last place and a total wreck. In 1909 they crawled up to a good fifth position under Stallings, and this year, under the same leader, will, probably be second under the wire. Will any one bet that they are not fighting for or safely anchored at the head of the American League at this time of the season a year hence?

One of the most peculiar strike-outs on record was made by Mathewson in a recent Giants-Pirates game in New York. Babe Adams struck at a ball that was bouncing, and it hit Meyers on the foot and bounded up in the air. It was a third strike, and Mathewson darted for the ball. He grabbed it and threw the batter out at first. That is the first time on record that a pitcher ever got an assist on a strike-out.

"A Chicago man has issued a challenge to the world to wash dishes against him for the championship," says a daily paper. Ah! what's the use of bothering the man? Let him retain the title, and, as the Cubs have won the National League pennant, this will give Chicago a sort of corner on championships.

PRESIDENT GEORGE TEBEAU, of the Kansas City club of the American Association, says he is not one of the party that wants to declare war on the National Commission and force the issue for a third major league to a fight. He says, rather, that he wants to have a peaceful adjustment of the difficulties and another league with the consent of the National Commission. Tebeau plans to have major league clubs in Chicago, Pittsburgh, Cincinnati, Cleveland, Indianapolis, Kansas City and Milwaukee. He says that peaceful methods alone will produce the result he wishes, and that he therefore will go to Cincinnati and place before the commission the arguments of himself and the other backers of the third major league proposition. There may be room for this proposed organization, but George stands the same chance a snowball would have in the tropics of putting it into playing shape with the assistance of peaceful methods. The heads of the National and American leagues have too soft a financial proposition to let any one enter the counting-room without first giving battle.

Some of the sporting writers who are with the Yankees on their Western trip accuse Captain Hal Chase of deliberately lying down and doing many things to force his team to lose games and drop from its present position in second place. It is said that Chase is prompted by a desire to see the club finish so poorly that Frank Farrell will cast adrift Manager George Stallings and give the big job to his star first baseman. If this accusation is true, there should

(Continued on page 333.)

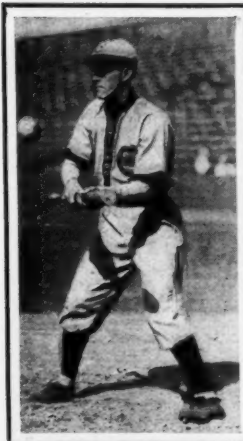
As Usual.

(Applicable to most any locality.)

THIS season is nearly over,
The pennant has been won,
Our team has never been on top
Since first the games begun.
We started out with highest hopes,
Just as in years gone by,
And really thought that for the rag
This year we'd get a try.

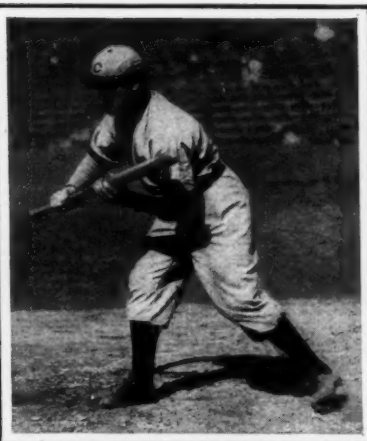
But ere next season rolls around
The papers surely'll tell
How all the old boys have come back,
That the "phenoms" look swell,
And how the pennant we can't fail
With greatest ease to take—
Next spring we'll start to dream once more,
Next fall again we'll wake.

ED. A. GOEWY.

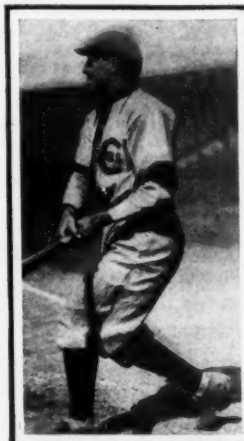


Johnny Evers.

Three veteran ball players who did more than their share toward winning the 1910 National League pennant for the Chicago Cubs, who will soon begin the series for the world's championship with the Philadelphia Athletics, winners of the American League flag.



Jimmy Sheppard.



Joe Tinker.



Elaine Golding,

Who, in the recent Coney Island races, successfully defended her title of female champion swimmer of the world.



Harry Lord,

The splendid third baseman of the Chicago American League Club.



Owen Bush,

Who continues his good work at short for the Detroit Tigers.

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REAL GENTLE
THE
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Specia
"505"
Built to meet
all require-
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perfect
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to make
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No fancy trimmings
No useless elch
The Value
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Made of the finest
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A Genuine FARBER RAZOR
REAL GENTLEMANS RAZOR
THE Farber Special "505"

Keenest Edge
Famous for its unequalled cutting qualities. Highest Grade Razor Made. Full concave with brilliant cross polish all over. With Absolute GUARANTEE Price **\$2.50** SOLD ON ITS MERIT ON **15 Days Free Trial**

Without pay in advance. Try it 15 days free, if satisfied pay \$2.50. If unsatisfied simply return it and you will be under no obligation to us. Mention if you want round or square point. Send your full name and permanent post office address to **Farber Razor Co.** Dep. D, 225 Dearborn St., Chicago.

No fancy trimmings. No useless etchings. **The Value is in the Blade**. Made of the finest razor steel, specially selected.

Hunyadi Janos
Natural Laxative Water

Recommended by Physicians
Refuse Substitutes
Best remedy for **CONSTIPATION**
AT ALL DRUGGISTS

Farming on Reclaimed Land.

IN TENSIVE culture has become the means of proving that what the uninformed and indifferent have regarded as deserts and waste land can be changed into fertile fields and flourishing orchards within a short time. On Long Island, New York, H. B. Fullerton is making an important demonstration of the value of this intensive culture. The remarkable perfection attained by the produce grown on his land has attracted wide attention. He has converted a vast acreage of idle land, "scrub-oak waste," into a productive farm. When first he settled there and established experimental stations, the site was a wilderness, with hundreds of stumps of decayed trees to the acre. It was overgrown with brushwood and was more than a mile from water. The stumps were cleared away by the use of dynamite, which, contrary to current notions, was found far cheaper and more expeditious than digging by hand.

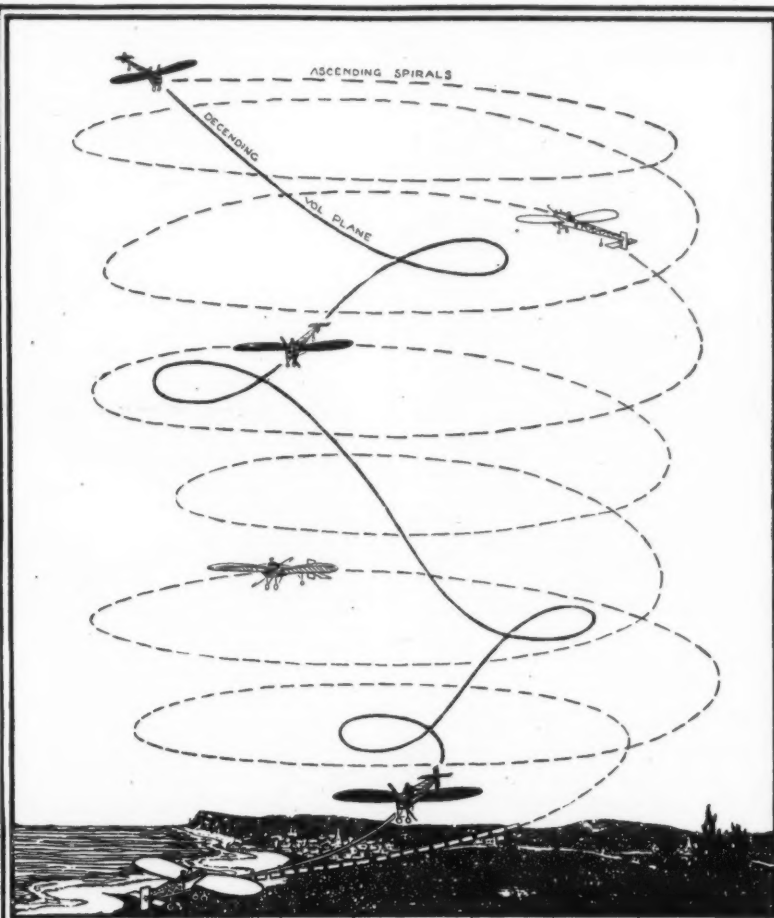
In sixty-four days from the time they began work, Mr. Fullerton and his assistant had cleared, plowed, disc-harrowed, cross-harrowed and drilled with rye ten acres. A well was sunk and a tank of five thousand gallons' capacity was attached to it for irrigation purposes. A house was erected for Mr. Fullerton's family and quarters were put up for the workmen. Within a year after the clearing of the land was begun, forty six varieties of vegetables were flourishing. There were, too, twenty different kinds of fruit, in addition to fourteen different varieties of forage and thirty-eight foliage and flowering plants. Altogether, at the end of the year there were three hundred and eighty varieties of vegetables, fruits and plants. Only a small amount of capital was necessary. To plant and cultivate thirteen acres but three laborers were employed. With labor-saving devices, however, they could accomplish as much as eight men in the usual way. "Back to the land!" is a solution of many perplexing modern problems. Intensive culture makes the solution easier.

The Pernicious Ice-cream Habit

WE SUPPOSE Dr. Wiley has had it in for the ice-cream trade ever since his ruling was turned down that ice-cream, to be up to the standard, should contain nothing but pure cream. Ice-cream of that sort would be too rich not only for the average pocketbook, but quite as much

so for the stomach of both rich and poor. Unable to win that point, the notoriety-loving chief of the Bureau of Chemistry, who is blessed with a mind fertile in expedients, has come out vigorously against the ice-cream habit in toto. "Nothing," says Dr. Wiley, "is more injurious to the youth of the country than the pernicious habit of eating ice-cream during the heated term." We have yet to hear a temperance orator use language more emphatic than that in denouncing strong drink. Too much ice-cream is dangerous, of course, but only as too much ice-water may be, or, indeed, too much water without ice, when a person is overheated. There is unquestionably bad and impure ice-cream on the market, and this should be seized and destroyed wherever found. A number of cases have been reported recently in which persons have been poisoned from eating the cones in which five and ten cent portions of ice-cream are sometimes sold. Dr. Wiley could well put in the summer prohibiting the sale of these cones except when containing no deleterious substance; but when he says it is "pernicious" to eat ice-cream in the summer, he makes him-

ment permanent. George Stallings is a man of character, a good manager and a hard worker. The fans respect him. Farrell should keep him, if by doing so he lost half his team. If insubordina-



The Spectacular Sport of Sky Climbing.

The most thrilling event at an aeroplane meet is when the bird-men go climbing up the aerial spiral staircase. As the aviator climbs round and round he and his machine become a mere speck. Suddenly, just when the grand-stand thinks that the biplane is off for a trip to the moon, it plunges back into sight, the aviator cuts off his engine, and drops down at terrific speed, and comes back to its landing place in brilliantly executed spirals. This method will be used in the coming flight over the Alps.

self a laughing-stock. We have always eaten it, our forefathers did so before us, and there is no graver danger of germs in ice-cream for the present generation than there was for generations past.

Sporting Gossip.

(Continued from page 332.)

be but one answer. No matter how good Chase is, his services can be dispensed with; and if Farrell finds that he has thrown down the club of which he is captain, he should kick Hal out of professional baseball and keep him out forever. Chase has shown in the past that he will do as he pleases about obeying club or organized baseball rules, and no set of players could ever respect a man who had set himself up as a "club jumper." Chase seems to be laboring under the delusion that he is the keystone of baseball. He isn't, and were he suspended forever he would be forgotten very soon. Raymond, Waddell and Sallee, three great ball players, but men who would not obey club rules, have all been tossed out of fast baseball this year—and who cares? Make Chase and one or two others like him behave or kick them out. And show no more such leniency as has been granted in the past. Make the punish-

tion and not good conduct is to be rewarded, what will be the future of baseball? Make Chase clear his skirts of all suspicion and play his best game, or "Raus mit ihm!"

Signs of World Progress.

LAST year 47,180 persons emigrated to America from Havre. Of these, 19,000 returned. A majority of the number of emigrants passing through Havre en route to America are Italians.

A floating dock built for the Brazilian government measures 550 feet in length and is 130 feet beam. It is capable of taking in ships of the Dreadnought class.

This year's fruit crop on the Niagara peninsula will probably be the largest ever known.

A Curious Fact.

AMERICAN lumber brings from twenty-five to thirty dollars more for two thousand feet than Russian or Swedish lumber, because it is freer from knots. Our lumber is guaranteed to be from eighty-five to ninety per cent. free. There is no guarantee with European lumber.

PRIZE CONTEST

FOR MEN AND WOMEN WHO LOVE TO DRAW

This cartoon was drawn by "Zim," the world's most famous cartoonist of "Judge." Can you make a copy of it? Try and see how easy it can be done. Draw this cartoon NOW, with either pen and ink or pencil, making it twice the size shown, and send it to us today, stating your age, occupation and if you have ever won a prize in our Contests.

COPY ME AND WIN A PRIZE

Our Board of Art Directors will carefully examine your sketch and if it is 60 per cent. as good as the original you will receive as a prize "The Home Educator" for 3 months. If you do not hear from us in ten days, your drawing was rejected.

IT COSTS YOU NOTHING

"The Home Educator" is a very inspiring magazine for both men and women, it is fully illustrated by world-famous illustrators. There is positively no money consideration connected with this Prize Contest. Neither can you buy or subscribe for this magazine—it is awarded only to prize winners in our Contests. Copy this cartoon NOW and mail it to us this very day.

Correspondence Institute of America, Dept. 22 Scranton, Pa.



"RANGER" BICYCLES
Have imported roller chains, sprockets and pedals; New Departure Coaster Brakes and Hubs; Puncture Proof Tires; highest grade equipment and many advanced features possessed by no other wheels. Guaranteed 5 yrs. direct to you. Factory prices are less than others ask for cheap wheels. Other reliable models from \$12 up. A few good second-hand machines \$3 to \$8.

10 DAYS' FREE TRIAL We ship prepaid, freight prepaid, anywhere in U.S. without cost in advance. **DO NOT BUY** a bicycle or a pair of tires from anyone at any price until you get our big new catalog and special prices and a marvelous new offer. A postal brings everything. Write it now.

COASTER BRAKE REAR WHEELS, lamps, parts, and sundries half usual prices. Bicycles, tires and sundries are coming money selling out.

MEAD CYCLE CO., Dept. A-174 CHICAGO

Savo Air Moistener
PREVENTS HEADACHES,
Colds, Catarrh and Pneumonia
and Saves Furniture, Pictures, etc., from shrinking and cracking—by keeping the air moist and wholesome. Simply fill moistener with water and place on back of any steam or hot water radiator out of sight, where it works ten years free of expense.

30 days' trial: Use the SAVO 30 days, and if you do not find it as represented, advise us and your money will be refunded. Price \$2.00. Order today or write for FREE booklet.

SAVO MANUFACTURING CO.,
Dept. H, 368 E. 59th St., Chicago, Ill.

A CLEAN, COOL, SWEET SMOKE WITHOUT INJURY
Tobacco not touched by the nicotine tar, which falls to bottom of bowl, nor saliva, which is trapped in bottom of smoke passage. Smoke leaves the stem at top of tip, hence does not draw against tongue. Our invention also makes cleaning easy and ensures a cool, clean and healthful smoke.

The Sanitary Pipe
eliminates the objectionable features of pipe smoking without sacrificing appearance or utility. Best quality briar bowl, solid rubber stem, nickel-trimmed. Sent by mail, postpaid, for a dollar bill. Money back if you prefer it to the pipe.

SANITARY PIPE CO.,
331 Sibley Bldg., Rochester, N. Y.
Retail dealers wanted in every city.

DAYLIGHT AT NIGHT
THE CANCHESTER KEROSENE INCANDESCENT LIGHT
Burns Air Instead of Money
Six times brighter than electricity. No trimming wicks. WITH OR WITHOUT MANTLE. No trimming wicks. Safe, clean and odorless. AGENTS WANTED. Biggest money maker ever known. Showing means selling. Territory open. Fast. Particulars and how to obtain handsome outfit FREE.

CANCHESTER LIGHT COMPANY,
Dept. LW, 26 State St., Chicago, U. S. A.

RIEGER'S Pure Monogram WHISKEY

Express Prepaid
4 Full Quarts
Rieger's Monogram **\$3.00**
Extra Fine
8 Full Quarts
Rieger's Monogram **\$5.00**
Private Stock

FREE two sample bottles, gilt-edged glass and cork-screw with every order. Over 100,000 customers appreciate our whiskey and acknowledge that it is far the best ever distilled. For smoothness and mellowness of flavor it cannot be equaled. Money refunded if whiskey is not perfectly satisfactory. Order today.

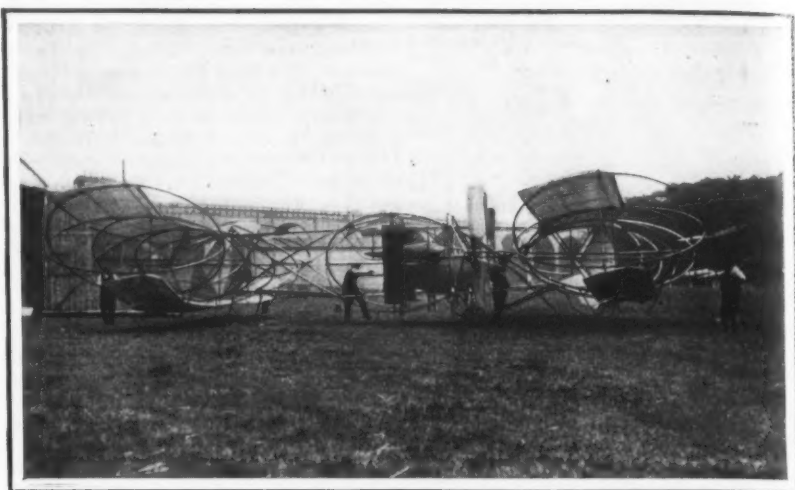
J. RIEGER & CO.
1670 Genesee Street,
Kansas City, Mo.

The Passing Show



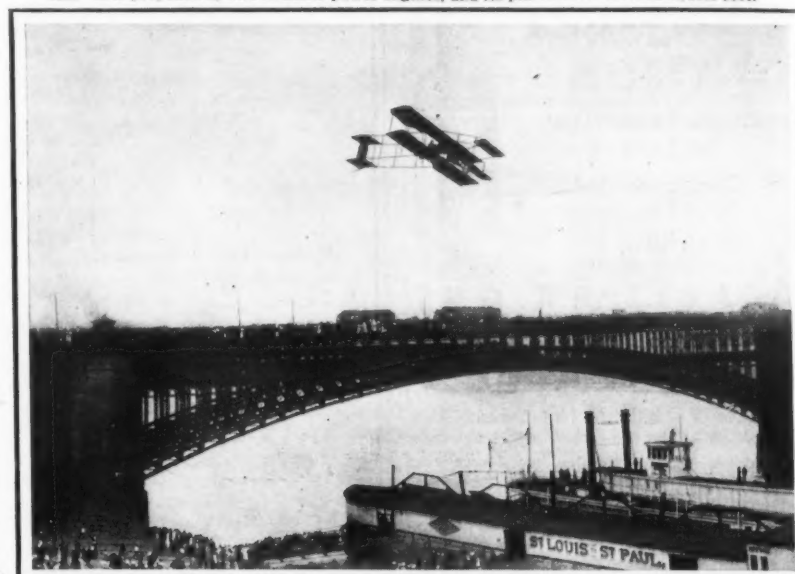
A Remarkable Photograph of a Famous English Aviator.

Claude Grahame-White making a record flight in a Farman biplane at the recent Harvard-Boston Aero Meet. Mr. White captured most of the important prizes at Boston and won \$31,000. He is the first Englishman to distinguish himself in aerial navigation.



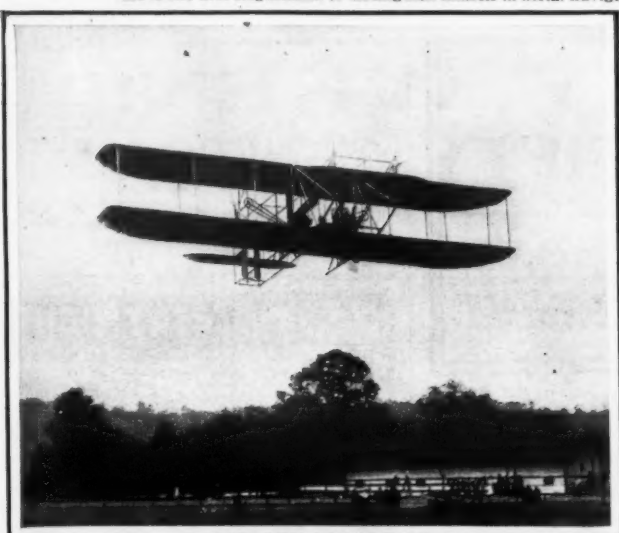
The World's Largest Aeroplane.

Lieutenant Seddon, an English naval officer, has constructed an aeroplane at Dunstall near Wolverhampton, England. The machine is twice as large as a Farman biplane and weighs about one ton. It is propelled by two 80-horse-power engines, and its planes cover an area of 1000 feet.



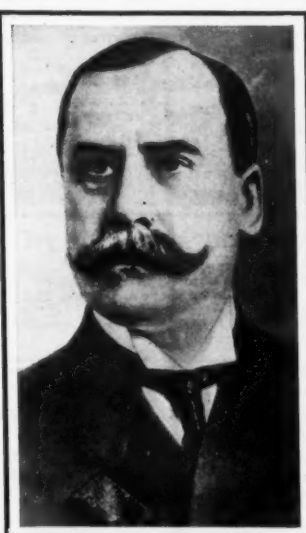
The First Man To Fly Along St. Louis's Waterfront.

Captain Thomas Baldwin sailing over the Eads Bridge at St. Louis, September 10, in his biplane "The Red Devil." He flew seven miles over the Mississippi River, passing over the Merchants' Bridge, McKinley Bridge and Eads Bridge in ten minutes.



A Thrilling Flight in West Virginia.

Parmelee starting on his daring dash over the city of Parkersburg on September 10. A very successful airship meet was conducted in connection with the State fair. Many of the well-known aviators of the country participated in the week's program and were rewarded for their work by the attendance of thousands of spectators.



Maine's New Executive.

Governor-elect F. W. Plaisted, the first Democratic Governor of the Pine Tree State since 1880. Singularly enough, the successful candidate on that occasion was the father of the present Democratic candidate.



The President at the Conservation Congress in St. Paul.

The President's reception in the Twin Cities was a most noteworthy feature of Conservation Week. His address proved to be one of the most authentic discourses ever delivered upon the subject of conserving the nation's natural wealth. Key to picture: rear seat of carriage, right, President Taft; left, Governor Eberhart, of Minnesota; front seat, right, Captain Butt; left, Secretary Norton.



Nashville Lays the Corner-stone for Her New \$400,000 Y. M. C. A. Building.

Prominent in the foreground is the Rev. J. I. Vance, formerly of Newark, N. J., and now pastor of the First Presbyterian Church of Nashville, Tenn. The new Y. M. C. A. home is to be one of the most useful and costly structures of its kind in the South.



Jubilant Clevelanders Celebrating the Census Announcement.

The population of Cleveland, O., according to the latest government census, is 560,663, an increase in ten years of 178,896, or 46.9 per cent. This photograph shows the enthusiastic citizens gathering in the square on September 15 to make merry over the gain.

W. L. DOUGLAS
HAND-SEW
PROCESS
MEN'S \$2.00, \$2.50
WOMEN'S \$2.50,
BOYS' \$2.00, \$2.50
THE STAMP
FOR 30 Y
They are absolutely
popular and best
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W. L. DOUGLAS

HAND-SEWED SHOES
PROCESS

MEN'S \$2.00, \$2.50, \$3.00, \$3.50, \$4.00 & \$5.00
WOMEN'S \$2.50, \$3, \$3.50, \$4
BOYS' \$2.00, \$2.50 and \$3.00

THE STANDARD
FOR 30 YEARS

They are absolutely the most popular and best shoes for the price in America. They are the leaders everywhere because they hold their shape, fit better, look better and wear longer than other makes. They are positively the most economical shoes for you to buy.

W. L. Douglas name and the retail price are stamped on the bottom—value guaranteed.
TAKE NO SUBSTITUTE! If your dealer cannot supply you write for Mail Order Catalog.
W. L. DOUGLAS, 173 Spark St., Brockton, Mass.



Just Observe for Yourself—
Pronounced Individuality
and a Flavor more **satisfying**
than mere words can
describe, are Blatz exclusive
characteristics—so declare
those who really appreciate
character and quality in
table beer.

BLATZ

— MILWAUKEE —
**THE FINEST
BEER EVER BREWED**

VAL. BLATZ BREWING CO. MILWAUKEE
ASK FOR IT AT THE CLUB, CAFE OR BUFFET
INSIST ON "BLATZ"
CORRESPONDENCE INVITED DIRECT

I WANT A MAN

of good character, in each city
and town to act as my
SPECIAL REPRESENTATIVE
No peddling, canvassing or
other objectionable work required.
Previous experience unnecessary.
Duties need not, at first, interfere
with your present employment.

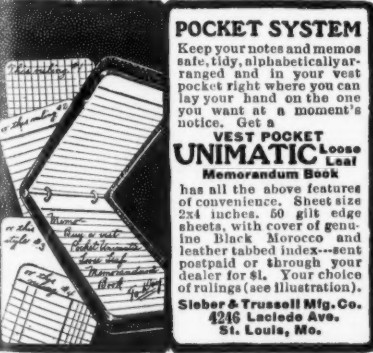
I will assist the right
man to become independent for life.

If you are making less than \$2,400 a year
and are trustworthy and sufficiently
ambitious to learn and become competent
to handle my business in your vicinity,
write me at once for
full particulars, my
bank references, etc.
Address
Edwin R. Marden
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Remoh Gems

Looks like a diamond—wears like
a diamond—brilliance guaranteed
forever—stands filing and fire like a
diamond—has no paste, foil or artificial
backing. 1-20th the cost of diamonds.
Set only in solid gold mountings.
A marvelously reconstructed
gem. Not an imitation. Guaranteed
to contain no glass. Sent on approval. Write for Catalog. It is free.
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POCKET SYSTEM
Keep your notes and memos
safe, tidy, alphabetically arranged
and in your vest pocket right where you can
lay your hand on the one you want at a moment's
notice. Get a
**VEST POCKET
UNIMATIC** Loose
Memorandum Book
has all the above features
of convenience. Sheet size
2x4 inches. 50 gilt edge
sheets, with cover of genuine
Black Morocco and
leather tabbed index—sent
postpaid or through your
dealer for \$1. Your choice
of rulings (see illustration).
Sleber & Trussell Mfg. Co.
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The World's Second City.

ACCORDING to the recent census,
the population of New York City
is 4,766,883. This is a gain, in
the last decade, of 1,329,681, or 38.7
per cent. This wonderful increase es-
tablishes beyond question New York's
place as the second city in the world.
London, which heads the list of the
world's great cities, has a population
approximated at 7,537,196. Paris
ranks third, with a population, in 1901,
of 2,714,068. On the basis of the pre-
sent ratio of representation in Congress,
namely, 194,182, Greater New York
will be entitled to twenty-four Repre-
sentatives. There are now seventeen.
In 1800 the population of New York
was 60,515. By 1830 it had jumped to
202,589. Fifty years later it passed
the million mark, and in 1900 was 3,-
437,202.

At the first census, in 1790, there
were only five cities having a popula-
tion of more than ten thousand—New
York, 33,131; Philadelphia, 28,552;
Boston, 18,320; Charleston, 16,359, and
Baltimore, 13,503. Philadelphia was
the second city until 1830, when Balti-
more took this rank. For three decades
Baltimore had second place. In 1850
Philadelphia dropped behind Boston and
took fourth rank, but in 1860 Philadel-
phia made the phenomenal gain of over
365 per cent., passing both Baltimore
and Boston. From 1860 until 1890
Philadelphia remained in second place,
when Chicago, which was the eighteenth
city in 1850, took its place next to New
York, as the second city in population.
In 1890 Chicago and Philadelphia
each had more than one million inhabit-
ants, Chicago leading Philadelphia by
52,886.

Proper Use of Brooms.

FEW HOUSEWIVES know that the
life of a broom can be greatly
prolonged by proper usage, and
that, used properly, it would be more
easy to manipulate. Many women
sweep ahead of them, pushing debris
with their broom. The best broom ever
made cannot long stand such treatment.
The splints break prematurely and the
remaining ones present an uneven and
jagged brush. It is impossible to sweep
clean with such a broom. Also, the
majority of sweepers keep the same
side of the broom always to the front
and in that way make it lop-sided, so
that it cannot be used in other manner.
Treated thus, the points of the splints
bend all one way and meet together at
their ends. They do not take hold of
the dust as they should, and leave
streaks of dirt on the floor. The cor-
rect way to use a broom is to hold the
handle vertically, so that all the splints
will take hold evenly and at the same
time. In sweeping, the broom should
be swung back and forth from a point
back of the manipulator to a point at an
equal distance in front. It should fre-
quently be turned around. Used in this
manner, the brush wears down evenly.

Every Dishpan a Wireless Station.

A WIRELESS enthusiast in Phila-
delphia has been demonstrating
the possibilities of aerial com-
munication. He has completely upset
the popular idea that it is necessary to
make a large preliminary expenditure
to be able to manipulate wireless mes-
sages. This man, according to *Popular
Mechanics*, takes messages from his
wife through the ribs of an umbrella, a
wire clothesline and even with the aid
of a common, kitchen dishpan. The in-
ventor suggests that the possibilities of
easy wireless communication are un-
limited. Boys who are camping may
keep in touch with their homes by
merely stretching wires between two
trees, the wires being a few yards of
clothesline which can be purchased at
any hardware store. A tin wash-bowl
provides a satisfactory means of catch-
ing the wireless words. It is not pos-
sible, of course, to send messages by
means of these simple devices used in
receiving. The person can receive, but
cannot talk back through his dishpan
or umbrella. The appliance which
makes it possible to receive wireless
messages with the aid of these common
household articles can be carried in a
suit-case and costs about fifteen dollars
to make. Be careful of your messages,
if you adopt the idea above. Anyone
can read them—love cannot laugh at
the wireless.



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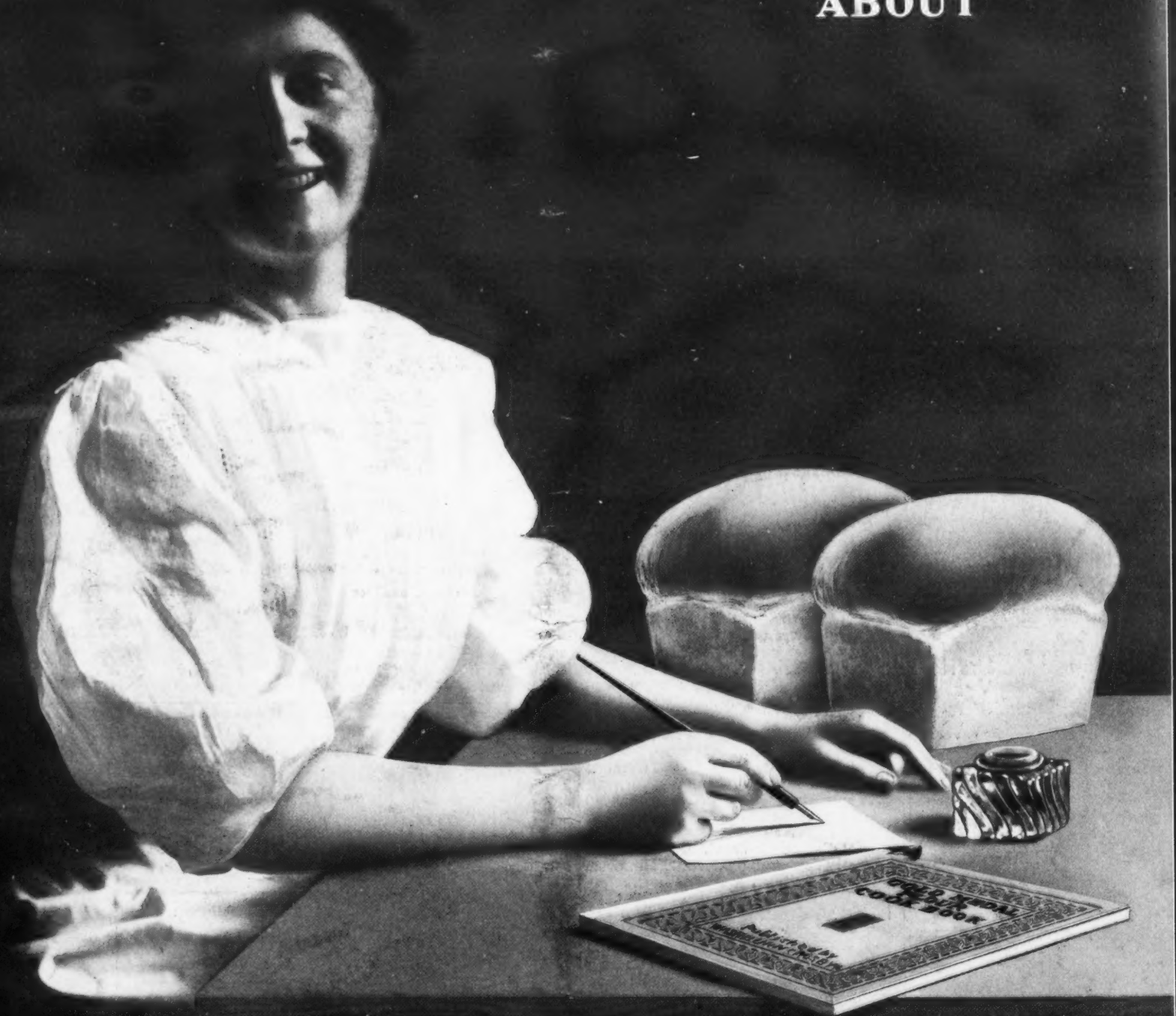
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